

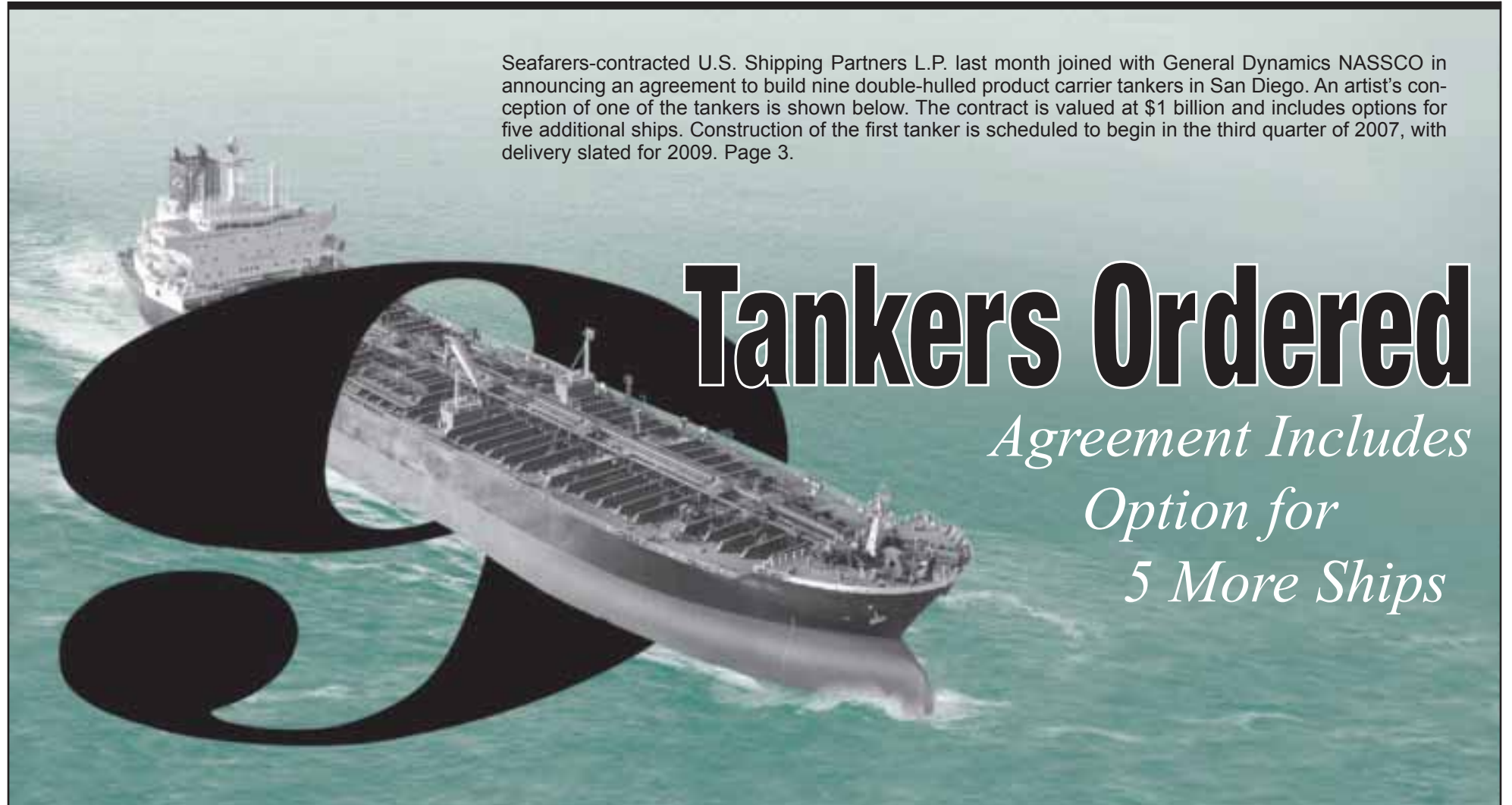


The

# SEAFARERS LOG

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

Seafarers-contracted U.S. Shipping Partners L.P. last month joined with General Dynamics NASSCO in announcing an agreement to build nine double-hulled product carrier tankers in San Diego. An artist's conception of one of the tankers is shown below. The contract is valued at \$1 billion and includes options for five additional ships. Construction of the first tanker is scheduled to begin in the third quarter of 2007, with delivery slated for 2009. Page 3.



## Tankers Ordered

*Agreement Includes  
Option for  
5 More Ships*

### 4<sup>th</sup> Alaska-Class Tanker Delivered

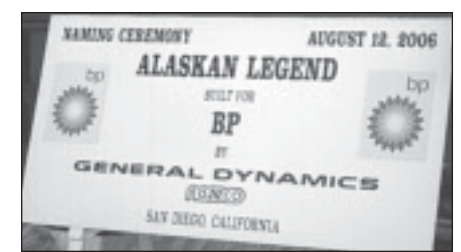
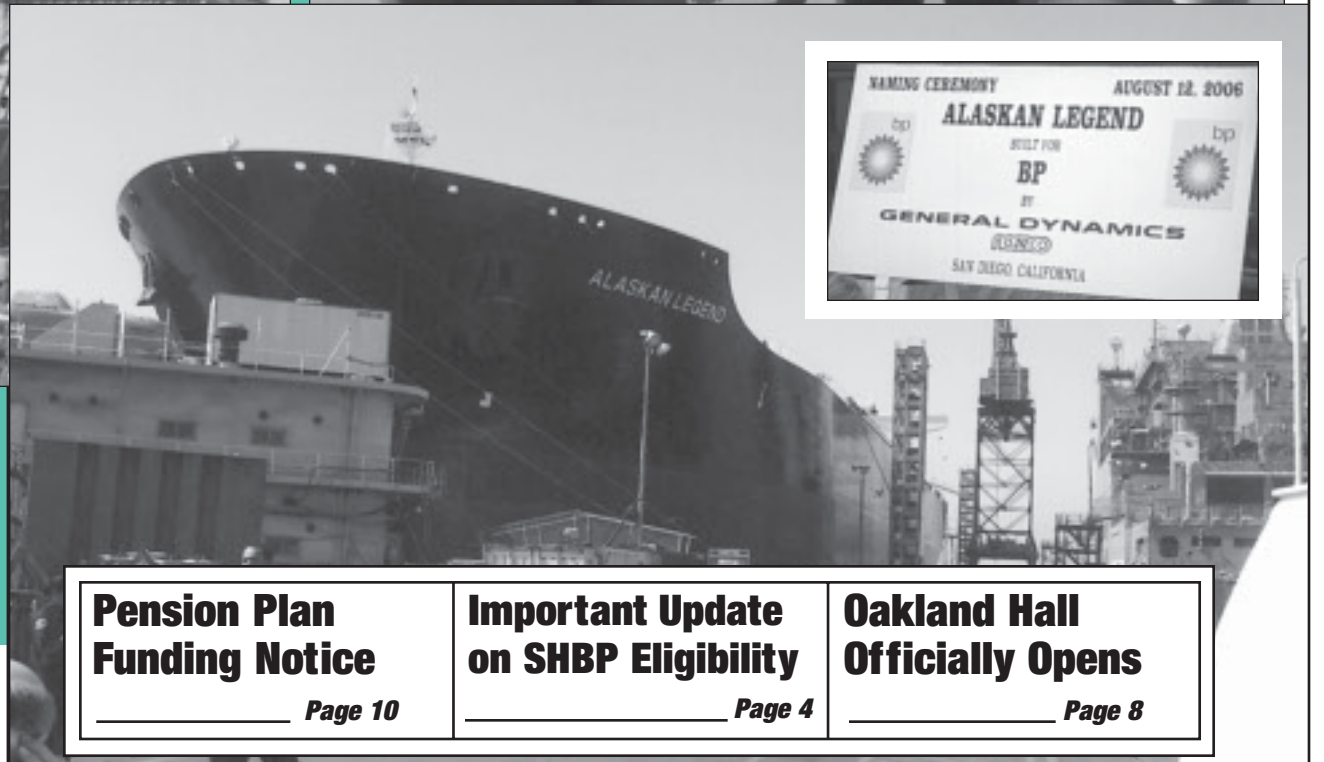
The Seafarers-contracted *Alaskan Legend* (lower right photo) was delivered to BP Shipping on Aug. 18, six days after its official naming ceremony in San Diego. Pictured at the ceremony are SIU officials (from left) Executive VP Augie Tellez, VP West Coast Nick Marrone, Port Agent John Cox and President Michael Sacco. Page 3.



### Construction Starts On 5th T-AKE Ship



Construction began recently on the fifth ship in a new class of vessels to be crewed by members of the SIU Government Services Division. General Dynamics NASSCO on July 20 announced the start of construction on the *USNS Robert E. Peary*, a dry cargo-ammunition ship that is part of the U.S. Navy's T-AKE program. The T-AKE class of ships includes the *USNS Alan Shepard* (above), the third such vessel being built in San Diego. Page 3.



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Officially Opens**

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# President's Report

## More New Ships

In case anyone thought that last year's order to build 10 new American-flag tankers in Philadelphia was a fluke, check out our lead story this month.



Michael Sacco

SIU-contracted U.S. Shipping has ordered nine U.S.-flag tankers for construction in San Diego—an agreement which includes options for five additional ships.

The first order back in April 2005, by Seafarers-contracted Overseas Shipholding Group, was reported as the largest commercial tanker purchase in our nation's history. And here we are, just over a year later, with a similarly large contract.

Brothers and sisters, I'm not saying it doesn't get any better than this, but 19 ships ordered by SIU-contracted companies in a year-and-a-half is reason to reflect.

Of course, those aren't the only new vessels either on order or recently delivered that are being crewed by SIU members. Last month the fourth Alaska-Class tanker was delivered—a vessel that will be operated by SIU-contracted Alaska Tanker Co. This month, the first of the 10 new OSG tankers is scheduled for float-out in Philadelphia. Construction recently began in San Diego on the fifth of 10 T-AKE ships, a fleet crewed by members of the SIU Government Services Division for the U.S. Military Sealift Command. And of course, a few months ago we welcomed the big, beautiful *Pride of Hawaii* to NCL America's fleet of SIU-crewed cruise ships.

It's impossible for me to look at those developments and feel anything but optimism for our union. It's also impossible to view them without giving credit where it's due—namely, to you, the rank-and-file Seafarer. Some of you have heard me say it before, but the truth is that companies wouldn't invest in new ships if they weren't extremely confident in having well-trained, reliable manpower for those vessels. When you think of the financial investment, not to mention the potential liabilities, that go along with building and operating new ships, it only makes sense that professional, safe, efficient crews are a must. (Companies also won't invest without a stable set of laws and regulations, which the Seafarers Political Activity Donation or SPAD helps to ensure.) You are protecting the investment and delivering the goods.

You have proven yourselves time and time again throughout all segments of our industry, whether sailing on commercial tankers and containerships or Lakes self-unloaders or military support RO/ROs or tugboats or passenger ships or ATBs or any of the other vessels operating under SIU contract. Your work inspires confidence, and the proof is splashed all over our front page, month after month.

Of course, in this industry our work is never done. One of the key challenges we're currently tackling involves the government-mandated Transportation Worker Identification Credential (TWIC) and its associated Merchant Mariner Qualification Credential (MMC).

I addressed this subject in more detail last month, and a separate update also appears in this issue of the *LOG*, but let me just reemphasize that the SIU is sparing no resource in keeping up with, if not staying ahead of this development. We will do absolutely everything in our power to help make sure that U.S. mariners' rights are protected and that we are treated fairly.

At the same time, we remain committed to working in cooperation with government and industry to help ensure proper shipboard and port security, as we have been throughout our history. We won't always agree on every detail of how to best protect the people associated with our vessels and ports and port cities, but we are all on the same side. That's something that shouldn't be overlooked as we sort through the many particulars of the latest federal regulations to affect the U.S. Merchant Marine.

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# ITF Conducts 41<sup>st</sup> Congress

Unions from around the world, including the SIU and several other affiliates of the AFL-CIO Maritime Trades Department, took part in the 41<sup>st</sup> International Transport Workers' Federation (ITF) Congress Aug. 2-9 in Durban, South Africa.

The gathering brought together mariners, dockers, truck drivers, airline crews, rail workers, fishermen, bus drivers and others to debate and confer on the many challenges affecting workers in these industries. The theme of the convention was "Organizing Globally, Fighting for Our Rights."

Among the many resolutions passed were those calling for a continuation of the ITF's signature "Flag of Convenience" (runaway flag) campaign, a unified effort by longshore and maritime workers to identify poorly run and maintained "Ports of Convenience," and renewal in the war against AIDS/HIV virus which is afflicting many of Africa's transport workers.

This meeting was the first ITF session held on African soil. The London-based federation, found-



ITF General Secretary David Cockroft



Participants in the ITF Congress tackled many important subjects, including mariners' rights.



The ITF Congress took place Aug. 2-9 in Durban, South Africa under the theme "Organizing Globally, Fighting for Our Rights."

ed in 1896, is comprised of more than 600 unions from more than 130 nations.

The MTD affiliates who sent delegates to the congress were the SIU, SIU of Canada, AMO, MEBA, MM&P, CWA, Machinists, ILA and TCU.

During the meetings, the ITF announced Randall Howard—general secretary of the South African Transport & Allied Workers' Union—was elected president of the federation. Howard, who replaces outgoing president Umraomal Purohit, stated that his union "recognizes that our international work has strategic importance for our movement. There is recognition that the most effective way to challenge global capital is through global organizing and trade union work."

Referring to the ITF's commitment to a worldwide anti-AIDS/HIV campaign, he con-



ITF President Randall Howard

cluded, "The resolution we have adopted builds on our previous work on HIV/AIDS, and we must now intensify our efforts. In 2010, we must be able to report back to the next congress about what we have done, not on why we didn't do it. The ITF must invest a lot more into that struggle, as effectively as we can."

Earlier in the ITF Congress, the federation voted to launch a worldwide "Ports of Convenience" campaign to help ensure that decent standards apply across the world's ports. According to the ITF, which includes more than 200 unions representing dock workers, the campaign's first focus will be on the world's largest global network terminal operators or GNTs.

Frank Leys, secretary of the ITF's Dockers' Section, explained, "Our first calls will be on the 'big four' GNTs, because we believe they are standard setters. They have it in their power to make a huge difference to dockers' work across the world. This

*Continued on page 5*

## SIU's Heindel Elected to ITF Post

During the recent ITF Congress, SIU Secretary-Treasurer David Heindel was elected to a four-year term as first vice chair of the federation's Seafarers' Section. He previously served as second vice chair.

The ITF Seafarers' Section provides internation-

al coordination for, and support to, affiliated unions and individual mariners through involvement with the International Labor Organization, International Maritime Organization and other international bodies; maintaining a network of more than 100 ITF inspectors around the world; ITF agreements for runaway-flag ships which specify minimum conditions of employment for crews, including wages; policymaking through committees where affiliated unions are represented; and the provision and dissemination of information.

Heindel is only the second U.S. citizen to hold a top post in the Seafarers' Section. The late SIU Executive Vice President John Fay was the first, having served as second vice chair from 1992-95 and then as section chair until December 2000.

Additionally, SIU Vice President at Large René Lioeanjie last month was reelected to the North American Seafarers' Section Committee, while SIU Representative Tracey Mayhew was elected chair of the federation's North American Fisheries Section Committee.



SIU Secretary-Treasurer David Heindel (left) is pictured at the ITF Congress with (from left) SIU VP at Large René Lioeanjie, SIU of Canada Executive VP Michel Desjardins and Gerald Lackey of the American Maritime Officers.



# Nine Tankers Ordered

## SIU-Contracted U.S. Shipping Has Options for 5 More Vessels

A little more than a year ago, the SIU joined others in the U.S.-flag maritime industry in celebrating the announcement of an unprecedented contract for 10 new American-flag commercial tankers to be built in Philadelphia.

Last month brought a similarly large dose of good news as Seafarers-contracted U.S. Shipping Partners L.P. joined with General Dynamics NASSCO in announcing an agreement to build nine double-hulled product carrier tankers in San Diego. The contract is valued at \$1 billion and includes options for five additional ships. Construction of the first tanker is scheduled to begin in the third quarter of 2007, with delivery slated for 2009.

"This announcement is further proof that the U.S. Merchant Marine can and will have a bright future," said SIU President Michael Sacco. "Also, as with any new order for U.S.-flag tonnage, it is good news for our nation's security, partly because the ships can be militarily useful and most importantly from my perspective because they will sail with loyal, well-trained American crews."

Word of the then-tentative

agreement trickled out in late July, but on Aug. 7, U.S. Shipping (USS) and NASSCO (National Steel and Shipbuilding Co.) officially announced that financing was in place for the nine-ship order. They reported that the new tankers each will be 600.4 feet long, with a beam of 105.6 feet and a design draft of 38.7 feet. The ships will weigh 49,000 deadweight tons (DWT) and will have a cargo capacity of 331,000 barrels apiece.

"USS is committed to building and operating the largest, most technologically advanced deep water fleet in the United States," said Paul Gridley, chairman and CEO of SIU-contracted and New Jersey-based U.S. Shipping Partners L.P. "These new ships will allow us to add the needed new capacity that the domestic energy market is demanding. Additionally, given the regulatory requirements to upgrade the fleet operating under the Jones Act,

General Dynamics NASSCO is a tremendous partner to provide us with a superior product that meets these requirements, in a timely fashion. These new ships will allow USS to expand our domestic shipping business, while providing our customers with the high-quality, reliable transport they require for their petroleum and chemical products."

"NASSCO is the leading builder of U.S. Navy auxiliary ships and has delivered more Jones Act ships than any other shipyard in the country today," said Frederick J. Harris, president of General Dynamics NASSCO. "This contract is the largest commercial shipbuilding contract in NASSCO's history and positions this shipyard to remain the premier builder of Jones Act ships."

USS operates a fleet of 10 deep sea vessels that carry refined petroleum and chemical products among customer facilities along the U.S. coastlines and has five double-hulled articulated tug barges on order or under construction. The majority of the USS fleet is on long-term time charters or contracts of affreight-



Seafarers-contracted U.S. Shipping has ordered nine tankers to be built in San Diego, beginning next year. Shown here is an artist's conception of one of the new vessels.

ment with major oil and chemical companies based in the United States.

According to a jointly issued news release from USS and NASSCO, financing for the

tanker construction is being provided by a joint venture among affiliates of the Blackstone Group; USS Product Carriers, a wholly owned subsidiary of USS; and other investors. Investment banking services were provided by Lehman Brothers and CIBC World Markets, with Sterling Investment Partners, a controlling partner of USS, providing advisory services negotiating and structuring the transaction.

The tankers are based on an existing design from DSEC, a wholly owned subsidiary of Daewoo Shipbuilding and Marine Engineering of Seoul, South Korea. NASSCO entered into an agreement with DSEC last March to produce ships for the U.S. market under the Jones Act, in which DSEC will provide detail designs and services related to construction of the ships. All of the ships will be constructed at the NASSCO shipyard in San Diego.

## 4<sup>th</sup> Alaska Tanker Delivered

The *Alaskan Legend* is the name that has been given to the fourth and final Seafarers-contracted double-hulled tanker built for BP Shipping Ltd. by the National Steel and Shipbuilding Company (NASSCO).

The newest member of the BP Shipping fleet on Aug. 12 was dubbed during an official naming ceremony at the NASSCO shipyard in San Diego and was delivered six days later. Shirley Anne Massey, wife of Morehouse College President and BP Board Member Dr. Walter Massey, was the honoree at the ceremony and is the ship's sponsor. As ship's sponsor, Mrs. Massey named the vessel and broke the traditional bottle of champagne against its starboard bow.

SIU President Michael Sacco and Executive Vice President Augie Tellez attended the ceremony.

The vessel was delivered to BP on Aug. 18.

Construction of the *Alaskan Legend* began in October 2004. Four years earlier in September 2000, NASSCO received a contract from BP to build three other

tankers. The first three Alaska-class ships—each of which is crewed by Seafarers and operated by Alaska Tanker Co.—are already in service: the *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*.

The state-of-the-art double-hulled *Alaskan Legend* (as well as its sister ships) has a length of 941 feet and a beam of 164 feet. The design of the 1.3-million-barrel-capacity tankers in the Alaska Class will allow maximum flexibility for oil deliveries from Alaska to West Coast ports, including BP refineries in Los Angeles and Cherry Point, Wash.

According to the shipyard, each of the vessels employs the latest in international marine technologies, including twin-screw, medium-speed, diesel-electric propulsion that can achieve a speed of more than 15 knots. The ships come fitted with the most modern machinery and cargo control systems and an integrated navigation system.

Both BP and NASSCO describe the new double-hull vessels as the most environmentally friendly tankers ever built.



Shirley Anne Massey breaks the traditional bottle of champagne against the side of the *Alaskan Legend*. Pictured with her are General Dynamics NASSCO President Fred Harris, Celeste Bolea, Gary Brashears, Dr. Walter Massey and Acting Chief Executive of BP Shipping Ltd. John Ridgway.

## Construction Starts On 5<sup>th</sup> T-AKE Ship

Construction began recently on the fifth ship in a new class of vessels to be crewed by members of the SIU Government Services Division.

General Dynamics NASSCO on July 20 announced the start of construction on the *USNS Robert E. Peary*, a dry cargo-ammunition ship that is part of the U.S. Navy's T-AKE program. The vessel is being built at the NASSCO shipyard in San Diego and is scheduled for delivery in early 2008.

The keel of the fourth of its sister ships, the *USNS Richard E. Byrd*, was laid July 28. Both vessels were named to honor American explorers who became famous for their Arctic and Antarctic explorations.

NASSCO has been awarded contracts to build nine T-AKE ships. Two additional ships are expected to be ordered by the Navy over the next two years—for a total class of 11 ships. The first ship of the class, the *USNS Lewis and Clark*, was delivered to the Navy June 20. The second vessel, the *USNS Sacagawea*, was launched on June 24 and is scheduled to be delivered in the first quarter of 2007. The third ship, the *USNS Alan Shepard*, is scheduled to be launched Dec. 5, 2006, and delivered in the summer of 2007.

The T-AKE class of ships is designed to operate independently for extended periods at sea while providing replenishment services to U.S. and NATO vessels. Each of the vessels directly will contribute

to the ability of the Navy to maintain a forward presence by providing logistic lift from sources of supply either in port or at sea. These vessels transfer cargo to station ships and other naval warfare forces at sea, including ammunition, food, fuel, repair parts and other materiel.

The T-AKE ships are 689 feet long and have beams of 105.6 feet, with a design draft of 29.9 feet and a displacement of 41,000 metric tons. NASSCO has incorporated international marine technologies and commercial ship-design features into the ships, including an integrated electric-drive propulsion system, to minimize operating costs over their projected 40-year service life.

Because of their multiple capabilities, vessels in this class of ships will replace the current capability of vessels in the T-AE 26 class (ammunition ship), the T-AFS 1/8 class (combat stores ships) and, when operating in concert with a T-AO class ship (oiler), the AOE class (fast combat support ship). To conduct vertical replenishment, the ships will support two military logistics helicopters apiece.

Like the legendary explorers, Meriwether Lewis and William Clark, for whom the first ship in the class was named, Rear Adm. Robert Edwin Perry and Adm. Richard E. Byrd bravely volunteered to explore the most remote and harshest places on earth. As a result of their unquenchable thirst for exploration, both men provided substantial contributions to the world's understanding of the Arctic and Antarctic circles. Peary is credited as the first person to reach the geographic North Pole, while Medal of Honor recipient Byrd led the first aerial expedition over the North Pole.



The *Alaskan Legend* joins three sister ships operated by SIU-contracted Alaska Tanker Co.



## Notice

The U.S. Coast Guard on Aug. 21 issued the following news release concerning mariner credentials. Please note that the extension does not apply to STCW certificates. Copies of the two-page *Federal Register* notice that is mentioned in this release are available at the Coast Guard RECs and also may be downloaded from the SIU web site (in PDF format) at:

<http://www.seafarers.org/members/mmdtemp.pdf>

### MERCHANT MARINER CREDENTIALS EXTENDED IN THE GULF REGION

WASHINGTON—The Coast Guard is extending the expiration dates of licenses, merchant mariners' documents and certificates of registry held by merchant mariners impacted by the effects of Hurricane Katrina.

The authority for this temporary relief measure was included in the Coast Guard Maritime and Transportation Act of 2006. Details are contained in the notice published Aug. 16, 2006 in the *Federal Register*.

This measure applies to certain mariners holding any of the above credentials that have expired on or after Aug. 29, 2005, or will expire before April 1, 2007. The requirements are as follows:

- Credentials are automatically extended for one year from the expiration date for mariners whose home of record is listed as Alabama, Mississippi, or Louisiana on their merchant mariner credentials. To serve under the authority of their existing credentials, these mariners must carry a copy of the *Federal Register* notice with their existing credentials.
- Credentials issued by Regional Examination Center New Orleans are automatically extended for one year from the date of expiration. To serve under the authority of their existing credentials, these mariners must carry a copy of the *Federal Register* notice with their existing credentials.
- Other mariners who believe their ability to renew their credentials in a timely manner has been adversely impacted by Hurricane Katrina

should contact any regional examination center to establish their eligibility for an extension. If credentials were lost or damaged due to Hurricane Katrina, mariners may apply to any regional examination center to receive a duplicate credential that will bear the same expiration date and information as the lost or damaged one.

Due to international obligations, the endorsement certificates issued under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW) cannot be extended. Mariners holding a license, certificate of registry, or merchant mariner's document that is eligible for extension and an STCW endorsement certificate that has expired, or will expire, should apply for renewal of their STCW endorsement certificate at any regional examination center.

All mariners whose credentials are within one year of expiration are encouraged to submit renewal applications as early as possible.

Mariners may contact any regional examination center with questions regarding these temporary measures, to obtain a copy of the *Federal Register* notice, or for any other assistance. The regional examination center locations and phone numbers are:

Anchorage, Alaska – (907) 271-6736  
Baltimore – (410) 962-5132/5147  
Boston – (617) 223-3040/41/42  
Charleston, S. C. – (843) 720-3250 or (800) 826-1511  
Guam – (671) 339-2001  
Honolulu – (808) 522-8264  
Houston – (713) 948-3350/51  
Juneau, Alaska – (907) 463-2458  
Los Angeles/Long Beach, Calif. – (562) 495-1307  
Memphis, Tenn. – (901) 544-3297 or (866) 777-2784  
Miami – (305) 536-6548/49/6874 or (800) 982-9374  
New Orleans – (504) 846-6190  
New York – (212) 668-7492/7864/4970/6395  
Portland, Ore. – (503) 240-9346  
Oakland, Calif. – (510) 637-1124  
San Juan, Puerto Rico – (787) 729-2376  
Seattle – (206) 220-7327  
St. Louis – (314) 539-3091  
Toledo, Ohio – (419) 418-6010

## National Maritime Center Opens in West Virginia; New Orleans REC Reopens

The U.S. Coast Guard last month announced that its National Maritime Center (NMC) opened its first office in Martinsburg, W.Va. on Aug. 7. The agency described the event as "a milestone in its mariner licensing and documentation program restructuring and centralization project."

The NMC office in West Virginia will initially evaluate applications and issue credentials for mariners applying through New Orleans. The transfer of remaining divisions and functions from Arlington, Va. to the Martinsburg area will continue over the next year, the agency reported.

"When a permanent facility is completed during the summer of 2007, all evaluation and issuing functions will take place in Martinsburg as part of a project to improve customer service to mariners," the Coast Guard announced. "The mission of the Coast

Guard's regional examination centers (RECs) will also change to focus on providing direct service to mariners, including fingerprinting, establishing identities, administering testing, and providing course oversight."

In its mission statement, the NMC describes itself as a Coast Guard headquarters field unit that actively pursues "new and innovative ways to assist the maritime community in gaining and using the services of the Coast Guard.... NMC's primary function is to initiate and execute various marine safety programs at a national and international level."

Additionally, the Coast Guard's REC in New Orleans reopened Aug. 9. The facility's contact information is:

Regional Examination Center  
201 Old Hammond Hwy.  
Metairie, LA 70005  
(504) 846-6190

A complete list of RECs may be found on line at <http://www.uscg.mil/STCW/mmic-regions.htm>

## Meeting with Horizon Officials



SIU Port Agent Bryan Powell (second from left) recently met with representatives of Horizon Lines at the union hall in Tacoma, Wash. They discussed general hiring hall operations, the new Horizon vessels scheduled to join the fleet later this year, and the proposed regulations pertaining to the Transportation Worker Identification Credential (TWIC) and Merchant Mariner Qualification Credential (MMC). Pictured from the left at the Tacoma hall are Horizon Lines Vessel Superintendent Jay Hess, Powell, Fleet Administrator Carolyn Petit, VP and General Manager Joe Breglia, Vessel Superintendent Don Waters, and recently retired VP and General Manager Glenn Moyer.

## Important Notice

### New Date for SHBP Eligibility Change

In July, a change in the Seafarers Health and Benefits Plan's (SHBP) eligibility rules was announced. Upon the effective date of the change, in order to remain eligible for benefits, a Seafarer must have 150 days of covered employment in the previous calendar year in addition to the current requirement of one day of covered employment in the six months prior to a claim.

**The Trustees of the Seafarers Health and Benefits Plan—acting on the recommendation of the SIU Trustees—have decided to postpone this change to the eligibility rule. During 2007, the eligibility rule will remain the same as it is this year.** This means that in order to be eligible for claims in 2007, a Seafarer must have 125 days of covered employment in 2006, in addition to the one day of covered employment in the six months prior to the claim.

**The eligibility rule will change on January 1, 2008.** Beginning on that date, in order to remain eligible for benefits, a Seafarer must have 150 days of covered employment in the previous calendar year, in addition to the current requirement of one day of covered employment in the six months prior to the claim.

For example, in order to be eligible for benefits in 2008, a Seafarer must have 150 days of covered employment in 2007, in addition to the one day of covered employment in the six months prior to the claim.

The 150-day rule's impact on work rotations will be studied by the union.

## SIU-Contracted Companies Among Those Receiving Safety Awards from AMS

A number of SIU-contracted companies are among those selected to receive safety awards this month from American Maritime Safety, Inc. (AMS) at their annual membership meeting and dinner event in New York.

The AMS consortium is a non-profit trade association established in 1988 to facilitate the maritime industry's compliance with U.S. Coast Guard regulations and international protocols. It currently administers a chemical testing program for 380 U.S.-flag deep sea, tug and barge and Great Lakes vessel operators as well as a significant number of international flag vessel companies.

As of 1993, the group has been giving out safety awards to member companies, mostly U.S.-flag operators, based on input and other feedback from Coast Guard

captains and others with regard to safety, training and environmental issues. An advisory board of six persons evaluates the nominees and makes the final recommendations, according to Lou Meltz, president of American Maritime Safety, Inc..

This year's SIU-contracted award recipients are:

- **The Cruise Ship Vessel Safety Award**—Norwegian Cruise Line, Ltd./Orient Lines/NCL America.
- **Quality Ship Management Award**—Horizon Lines, Inc.
- **American Maritime Safety Award**—U.S. Shipping Partners, LP
- **Maritime Safe Working Practices Award**—Overseas Shipholding Group, Inc.



# TWIC 'Security Vulnerabilities' Cited by DHS; Requirement for Card Readers Pushed Back

After receiving more than 1,900 comments on a notice of proposed rulemaking concerning the Transportation Worker Identification Credential (TWIC), the U.S. Department of Homeland Security's Transportation Security Administration apparently will make at least two changes.

According to a mid-August communication from the TSA's office of legislative affairs, many of the comments "voiced concern regarding card and reader technology, analysis of economic impact, potential negative impacts to commerce, and uncertainty as to how TWIC requirements for facilities and vessels could be met. After a review of these comments, TSA and the Coast Guard have concluded that facility and vessel owners and operators will not be required to purchase or install card readers during the first phase of the TWIC implementation. The requirement to purchase and install card readers will not be implemented until the public is afforded further opportunity to comment on that aspect of the TWIC program, and the details of this approach will be explained in the next rulemaking."

Indications last month were that the comment period will only be extended for this particular component of the proposed regulations.

Meanwhile, the DHS recently

released portions of a report stating that following an audit of various potential parts of the TWIC system, the agency has "determined that significant security vulnerabilities existed relative to the TWIC prototype systems, documentation and program management. Furthermore, we are raising a number of additional program and security-related concerns that we identified during the course of our fieldwork. Due to the number and significance of the weaknesses identified, TWIC prototype systems are vulnerable to various internal and external security threats.

"The security-related issues identified may threaten the confidentiality, integrity and availability of sensitive TWIC data," the report continues. "Until remedied, the significant security weaknesses jeopardize the certification and accreditation of the systems prior to full implantation of the TWIC program."

A PDF version of the report, in redacted form, is available on the internet at the following address: [http://www.dhs.gov/interweb/ass/library/OIGr\\_06-47\\_Jul06.pdf](http://www.dhs.gov/interweb/ass/library/OIGr_06-47_Jul06.pdf)

Despite the concerns, the federal government intends to issue a follow-up rulemaking providing guidelines for the background check process and TWIC issuance so that the first credentials may be issued by the end of this year. (Under the proposed rulemaking,

mariners wouldn't be required to secure a TWIC until 18 months after the final rules are issued. The final regulations had not been published as of late August, as this issue of the *Seafarers LOG* was going to press.)

Less certain is the fate of the proposed Merchant Mariner Qualification Credential (MMC), which is intended to eventually take the place of a z-card or merchant mariner document (MMD). The MMC—as proposed, a paper document—was outlined in a concurrent proposed rulemaking in May, at the same time the proposed regulations were issued for the TWIC.

As reported in detail in last month's *LOG*, the SIU formally submitted comments on both proposed rulemakings. The union emphasized that it fully supports the goal of effective security aboard ship and in port, but has serious concerns about certain aspects of the proposals for both the TWIC and the MMC.

Essentially, the SIU—both individually and also along with other maritime unions including the AMO, MEBA and MM&P—recommended that a biometric identifier be added to the existing merchant mariner document, in accordance with requirements of the Maritime Transportation Security Act of 2002, and that such a modified card should be recognized as both a TWIC and

an MMC. The rationale for such a proposal is simple: Mariners already undergo strict background checks equal to or greater than those proposed for the TWIC and MMC programs, and the merchant mariner document itself is a proven, time-tested credential.

In a joint statement to Congress July 20, the aforementioned unions recommended that the

proposed revised MMD should allow mariners access to their vessels docked at any port facility in the United States; that the Coast Guard should continue to be the sole agency responsible for vetting and credentialing merchant mariners; and that licensed deck and engine officers should still receive a license that may be displayed aboard ship for inspection purposes.

## Supporting Senator Akaka



SIU Honolulu Port Agent Neil Dietz submitted this recent photo of individuals showing support for U.S. Senator Daniel Akaka (D-Hawaii). The photo was taken in front of the Hawaii State Capitol. Pictured from left to right are SIU Representative Frank Iverson, SEATU Representative Hazel Galbiso, Dietz and Seafarer Robert Borro. Dietz noted Senator Akaka's strong backing of the Jones Act and Hawaii's working families.

## Demonstrating with AFSCME



SIU President Michael Sacco (left in photo at right, with AFSCME Secretary-Treasurer Bill Lucy) participated in a rally Aug. 9 in northwest Chicago in support of workers at Resurrection Hospital. AFSCME members, including a large number from nearby Local 88, called attention to the plight of the hospital workers who have spent the past four years fighting for union representation. AFL-CIO President John Sweeney and AFL-CIO Executive VP Linda Chavez-Thompson spoke at the rally and vowed that the workers ultimately will win their battle to join a union.



## Connaughton Confirmed As Maritime Administrator

The Senate on Aug. 3 confirmed Sean Connaughton as the new administrator of the U.S. Maritime Administration (MarAd). President Bush had nominated Connaughton in late June.

Connaughton is a 1983 graduate of the U.S. Merchant Marine Academy and a veteran of the U.S. Navy. He served on active duty in the U.S. Coast Guard from 1983-86 and later earned his law degree, specializing in maritime and international law.

He most recently served as chairman of the Prince William County (Va.) Board of Supervisors, a position to which he had been re-elected for a term beginning in 2004.

SIU President Michael Sacco sent a congratulatory note to Connaughton following his Senate confirmation. "On behalf of the Seafarers International Union as well as the AFL-CIO Maritime Trades Department, I look forward to working with you in the very near future so that we may continue promoting a vibrant, growing U.S. Merchant Marine," Sacco wrote.

Charles (Chuck) Raymond, CEO and president of Horizon Lines, stated, "We at Horizon believe Sean Connaughton will be a decisive leader at MarAd. He has the ideal background as a graduate of the U.S. Merchant Marine Academy, having served both in the U.S. Coast Guard and

the U.S. Navy and having practiced law for several years at Troutman and Sanders, LLP."

During his confirmation hearing, Connaughton said, "America is the world's largest maritime trading economy. The maritime industry in all its aspects on land and sea—the people and the hardware, the terminals and the landside connectors—is squarely in the frontline of the advancement of the American economy and the defense of the United States. The efficiency, safety and security of our domestic and international marine transportation system from origin to destination is a matter of paramount importance to the welfare of every citizen of this nation.

"If confirmed by the Senate, I will, of course, continue to implement MarAd's statutory mandates to ensure the availability of efficient water transportation service to American shippers and consumers; an adequate shipbuilding and repair base; efficient ports; effective intermodal water and land transportation connections; and sufficient intermodal shipping capacity for use by the Department of Defense in times of national emergency. I will also strive to ensure that the industry and all the persons who serve it directly or indirectly are recognized, honored and appreciated for all that they have done and all that they will continue to do



Sean Connaughton

every day to support our economy, to protect our waterways and to preserve the marine environment."

Connaughton said he expects that U.S. military to "increase its reliance on commercial transportation systems."

He added, "The Maritime Administration must focus its efforts on the strategic areas of commercial mobility and congestion relief, maritime and port development, national security, and environmental stewardship.... One of our greatest challenges is to increase our national transportation options in order to support our nation's economic growth. Greater use of the maritime transportation system, through elements such as short sea shipping and multi-modal port development, offer the potential to reduce congestion while increasing efficiency of our ports and waterways."

## ITF Congress Held in South Africa

Continued from page 2

is an exercise in dialogue and cooperation to ensure across-the-board good conditions. Working with the GNTs we aim to develop global framework agreements which national unions will know set certain basic standards they can rely on when negotiating locally."

Delegates of the Dockers' Section Conference, meeting at the ITF Congress, authorized the

ITF to begin the construction of these networks, produce educational and campaigning materials, and to approach the first of the GNTs.

The ITF Seafarers' Section spent a large portion of time addressing mariners' rights, including shore-leave rights. The Seafarers' Section adopted several key resolutions and laid out plans to immediately ramp up specific efforts to guard mariners' rights.



# SIU-Crewed Wheat Participates in Multinational Military Drill

An SIU-crewed vessel recently played a significant role in a 12-day military training exercise involving maritime resources from nine countries, according to the Military Sealift Command (MSC).

The U.S. Navy MSC cargo ship *USNS Lance Cpl. Roy M. Wheat* from June 6-18 linked with maritime forces from nine countries in the Baltic Sea for the 34<sup>th</sup> annual military exercise Baltic Operations. The Seafarers-crewed *Wheat*, a member of the European theater's Maritime Prepositioning Ship Squadron One (MPSRON One), was used as a critical training platform for military teams from the North American Treaty Organization and other nations. The *Wheat* during the maneuvers played the role of a merchant vessel suspected of carrying contraband. Teams from Germany, Denmark, Poland, Russia and the United States practiced intercepting and



The prepositioning ship *USNS Lance Cpl. Roy M. Wheat* (black hulled-ship) participates in a formation as part of multinational military exercise Baltic Operations 2006. Other ships participating included, from left to right, Latvian ship *LVNS P-03 Linga* leading in front, *USS Robert G. Bradely*, German ships *FGS Frankfurt* and *FGS Hessen* and Great Britain's *HMS Edinburgh*.

boarding the ship via speedboats and helicopters. Once aboard, the teams searched the ship for illicit cargo. Overall, the *USNS Wheat* was boarded and searched 13 times during the exercise.

In addition to acting as a contraband-laden merchant vessel, the *Wheat* on June 14 was

involved in training maneuvers with German, Swedish, Danish, Scottish, U.S. and Russian warships. This phase of the exercise involved a minesweeping scenario. The *Wheat* posed as a ship being escorted through a "mine danger area" by a convoy of United Nations peacekeeping

force warships. After being "hit" by mines during the drill, the *Wheat's* crew simulated containing flooding aboard ship, rescuing injured crewmen and abandoning ship.

Seafarers aboard the *USNS Wheat* during the exercise were: Bosun **Charles D. Haggins**; ABs **Dorkucho Tanihu**, **Matthew L. Jesmer**, **Glenn P. Davis**, **Christopher N. Paul** and **Eric J. Moreira**; Electrician **Frank J. Michalaski**, ET **Mark Marier**, Storekeeper **Anthony E. Simon**; Oilers **Francis Yapching**, **Victor Chance** and **DeShanna A. Sherrod**; Cook **Darryl Johnson**, and GVAs **Suree Farrell**, **George Jenkins**, **Maner Omar** and **Bradley Rakoce**.

"This exercise helps NATO and Partnership for Peace nations hone their maritime interdiction skills, which contributes to the overall maritime security of the region," said Navy Capt. Edward K. Zurey, commander, MPSRON

One. "It also helps the nations involved strengthen the already steadfast partnerships that unite us."

The captain added that MPSRON One ships have been regular participants in the exercise since the squadron was established in the mid-1980s, and particularly since it was forward-deployed to the European Command area of operation in 1995.

The *USNS Wheat* is named for Medal of Honor recipient Lance Cpl. Roy M. Wheat, USMC, who valiantly threw himself on an exploding mine to save the lives of his fellow Marines during the Vietnam War. The vessel is one of MSC's 16 civilian-crewed, non-combatant Maritime Prepositioning Ships that boost combat readiness by strategically prepositioning U.S. Marine Corps combat cargo and equipment at sea.

Operated by Keystone for MSC, the vessel is 864 feet long.

## Red Cloud, Chesapeake Sail in 'JLOTS'

A pair of Seafarers-crewed vessels recently played crucial roles in Joint Logistics Over-The-Shore 2006, a U.S. Department of Defense transportation exercise off Fort Story in Virginia Beach, Va.

The ships, the Military Sealift Command (MSC)-owned *USNS Red Cloud* and the U.S. Maritime Administration's (MarAd) *USNS Chesapeake* each figured prominently in the execution of the training operations which took place June 11-21 and involved some 1,800 active and reserve members from each of the military services. JLOTS is the process by which rolling stock and containers of military cargo are moved from ship to shore without the benefit of a port. The technique was used in Operation Iraqi Freedom to increase port capacity in Kuwait.

SIU members aboard the *USNS Red Cloud* during the exercise were: Bosun **Terry Evins**, ABs **Christopher Johnson**, **William Fogarty**, **King Scott**, **Keith Gibney**; and **Steven Dieken**; Ordinary Seamen **Demorio Wilcox**, **Erin O'Toole** and **John Jackson**; QEE **Donald Clyburn**, QMEDs **Cornell Knox**, **Lee Dresselhaus** and **Rance Hadaway**; Wiper **Charles**

**Murray**, Chief Storekeeper **Charles Renthorpe**, SB **Mark Simpson**, Chief Cook **Samuel Washington**, and Steward Assistants **Shawn Cannon** and **Marcelo Race**.

The *USNS Chesapeake* crew during the exercise included: Bosun **Ferdinand Gongora**, QMED **John Morrison**, SB **Laura Deebach**, OS **Hipolito Flores**, ABM **Roberto Flauta** and SAs **Brad Stephenson**, **George Miller** and **Lamont Steward**.

The exercise brought together multi-service, multi-agency partners who pooled their expertise and trained jointly to improve the nation's combat readiness and the military's force projection capability. Military units during the exercise provided humanitarian assistance to an area simulated as devastated by a natural disaster.

The cavernous *Red Cloud*, which measures 960 feet and boasts more than 300,000 square feet of cargo-carrying capacity, shipboard cranes and steel-reinforced interior and exterior ramps, was the primary off-load platform for the exercise. Cargo was discharged from the ship, which was anchored just one-half mile off the beach at Fort Story, onto smaller vessels or barges,

called lighterage, for movement to shore.

The actual movement of cargo from ship to shore required several carefully orchestrated steps. The ship's on-board 114-ton twin-pedestal cranes lowered a side ramp to connect the port side platform to the roll-on/roll-off discharge facility moored below. Rolling stock was driven off the side ramp onto the lighterage, and containerized cargo was lifted via shipboard cranes to the lighterage.

For the final seagoing leg of the trip, Navy and Army watercraft pushed the lighterage to shore, where the vehicles were driven off the lighterage and containers were lifted by crane onto trucks for movement to shore-based facilities. During the exercise, about 150 containers and 30 military vehicles were moved ashore.

MarAd's *Chesapeake* satisfied requirements for another key element of the defense transportation exercise. The 736-foot Ready Reserve Force ship, which is currently on long-term activation and under MSC's operational control, demonstrated its unique off-shore petroleum discharge system, also called OPDS.

The OPDS delivers petroleum



U.S. Navy Photo by Christine Albert  
Army vehicles roll off the SIU-crewed *USNS Red Cloud* onto a floating barge. The process is used when port facilities are not available.

products within 48 hours of arriving on station, discharging up to 1.4 million gallons of fuel per day, from up to four miles offshore and at a water depth as shallow as 200 feet. During the exercise, the *Chesapeake* used water to simulate fuel, pumping approximately 720,000 gallons of water through the system in a single day to shoreside facilities more than a mile from the ship.

According to MSC, the joint military training maneuvers aided by merchant mariners provided an impressive demonstration of how U.S. military equipment and supplies can be quickly moved ashore when port facilities are

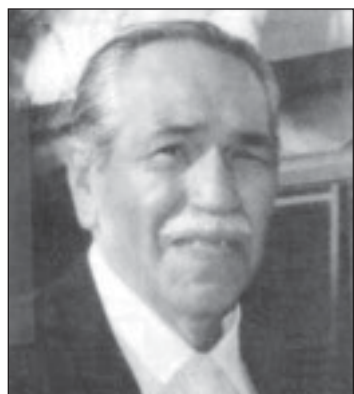
nonexistent, damaged or too primitive for ships to off-load their cargo at a pier.

While MSC was a key player in the exercise, the U.S. Army's Military Surface Deployment and Distribution Command, headquartered in Alexandria, Va., provided overall command and control for the exercise. Several other Army and Navy units—active duty and reserve—as well as the U.S. Maritime Administration, participated in the exercise.

The *USNS Red Cloud* is operated for MSC by Maersk Line Limited, while Interocean American Shipping operates the MarAd's *USNS Chesapeake*.

## Retired NMU Official Martinez Dies at 88

Retired National Maritime Union Secretary-Treasurer Thomas Martinez quietly passed away during the early morning hours of June 2 in the Birch Park Convalescent Hospital in Chula Vista, Calif. He was 88.



Brother Thomas Martinez  
June 23, 1917 - June 2, 2006

"Tom was one of the NMU's pioneers and visionaries," said SIU Vice President at Large René Lioeanjie, who also served as president of the NMU. "He spent a great many years of his life fighting for the union and the men who were in it."

"He was known as a person of action who possessed a very sharp mind," Lioeanjie continued. "There was no quit in him when it came to getting positive things done for the union and its membership. We all owe him a debt of gratitude for his many contributions. Tom will be greatly missed."

"Tom spent his life with and for the union," said SIU Vice President at Large and former NMU Vice President Charlie Stewart. "I came to know him initially in 1961, and we worked together a great many times over

the years. Tom was what I call a seaman's seaman. No matter what the problem was, he was always there for you and willing to listen. We all have lost a very fine union man and a great friend."

Brother Martinez joined the NMU in 1947 in New York and immediately began to make his mark. Recognizing the importance of politics and the role it played in organized labor, Martinez helped establish the NMU's first political action committee. Not long thereafter he met then NMU Secretary-Treasurer John MacDougal who encouraged him to run for office within the union. Although he did not spurn MacDougal's suggestion, Martinez felt that at the time, he could do more for the union at the grass roots level.

In the years that followed Martinez occupied positions of

increasingly greater responsibilities and, as a result, moved rapidly up the NMU ladder. He worked as a patrolman from December 1957 to June 1960; field patrolman from July 1960 to June 1966; port agent from June 1966 to February 1970; organizer from March 1970 to January 1971; port agent from January 1971 to March 1973; and assistant to the president from June 1975 to October 1977.

Martinez served as NMU vice president on two occasions: from March 1973 to June 1975, and from October 1977 to March 1978, respectively. He was elected to the office of NMU secretary-treasurer in 1978 and served in that position until January 1988.

During his career, Martinez's travels took him to San Pedro, Calif.; San Francisco where he met his wife, the former Pearl Friedman; to San Juan, P.R.; the

Caribbean and South America. While in Puerto Rico, Martinez spearheaded a home-loan program with bankers that directly benefited NMU mariners. He also worked with SIU officials to create the Central Labor Council of Puerto Rico, an organization for which he later served as secretary-treasurer.

Following 46 years of dedicated service to the NMU, Martinez retired in 1993. He moved his family to San Diego where he became a community activist and an icon for promising Hispanic fifth and sixth graders who attended inner city schools. He and his wife created the Tom and Pearl Martinez Foundation to provide financial incentives to this group of youths.

Brother Martinez is survived by his wife, Pearl; one son, Frank Martinez; four granddaughters and three great grandchildren. His remains were buried at sea.



# 6 Recertified Stewards Learn Firsthand Role Politics Plays

For the six students who graduated from the steward recertification program Aug. 7, the four-week course was a real eye-opener as to how politics affects their lives and those of their fellow union members.

As **Ronald Drew, Kristin Krause, Julio Arzu, Lauren Oram, Brian Burchette** and **Stephen Bird** approached the podium to accept their graduation certificates for completion of the course, each said a few words to those assembled at the August membership meeting in Piney Point, Md., including words of encouragement to the unlicensed apprentices and expressions of thanks to those who had helped them in their climb up the culinary ladder.

Like most Paul Hall Center courses, steward recertification blends hands-on training with classroom instruction. Topics and training components of the four-week course included communications, computer lab, first aid/CPR, fire fighting, small arms training, sanitation, ice sculpting, nutrition and more. Students visited the headquarters building in Camp Springs, Md. and met with representatives of the union's contracts department and Seafarers Plans. It was there where they were able to watch a live CSPAN feed of a congressional session pertaining to the proposed TWIC card, which they found very exciting. They also took a trip to the Maritime Trades Department at the AFL-CIO

building in Washington, D.C.

Ronald Drew, who sails from the port of Wilmington, Calif., said he had only good things to say about his experiences during the month-long course.

A U.S. Navy veteran, Drew has been with the SIU for the past 15 years. He joined in Seattle in 1991 and has traveled the world many times. He was, nevertheless, struck by the strides that have been made during the last decade at the Paul Hall Center and the hard work of everyone involved to make the school what it is today. He found the Serve Safe course to be an extremely useful class and one that definitely will help him do a better job aboard ship.

To the membership as a whole, and particularly to the unlicensed apprentices, he said, "We should all remember that we are a real commodity that officials like Mike Sacco, Augie Tellez, George Tricker and Dave Heindel try to sell to government agencies, the U.S. Coast Guard and the companies that hire us on a daily basis. The SIU mariner has to stand out. We have to study and work hard and make ourselves as marketable as possible. It translates into money for everyone."

He also added a few words of thanks to the staff and instructors at Piney Point—with special acknowledgement to Wilmington Port Agent John Cox and his staff for all the help they have given him over the years.

During her turn at the podium, Kristin Krause spoke of the honor it was for her to be part of the recertified steward class. "I have been dreaming of this moment for 16 years," she stated, "since the day I was sitting as a trainee in my first union meeting." She was a member of Unlicensed Apprentice Class 473.

Sailing from the port of Jacksonville, Fla., Krause thanked the union officials for dedicating their lives to protecting the American Merchant Marine.

"Many of you don't realize the countless hours these men put in on Capitol Hill," she said, "and of keeping up with all the committees and subcommittees in Congress to ensure that the American Merchant Marine stays in full force."

She continued, "Until I attended this class, I was clueless on what it took to ensure the life of our industry. I am truly impressed and overwhelmed at the work it entails."

She noted how important it is for the SIU to continue to educate the politicians about maritime issues, including the Jones Act, and wished the entire membership could be privy to the hard work being done each day by the officials to help keep the union strong.

Krause additionally gave thanks to Jacksonville Port Agent Archie Ware for his support and confidence in her and "gratitude to the hard-working staff of the school for taking the time to be there for me when I had questions. The culinary department, in particular, has really shown a positive attitude, and it has been a pleasure to learn from them."

To the trainees, she said, "I am standing here before you today. Sixteen years ago, I was one of you. So look up to us old-timers and learn from us. We will teach you, defend you, and when the time comes, we will depend on you to carry on. You are our future. Always hold your heads up high, believe in yourselves, and believe in the fact that if you work hard and aim high, you can achieve."

Julio Arzu expressed his pride at being part of the SIU and his pleasure at graduating with a great group of classmates.

The newly recertified steward, who sails from the port of Houston, stressed to the unlicensed apprentices the importance of going to a ship and doing the best they can. "You are the future of the union," he said.

Lauren Oram said she started sailing out of New York in 1989 as a "C" card member. "It wasn't the best of pay," she stated, "but I stuck with it and kept on upgrading."

The experiences over the past years have been good ones, and the jobs pay well, she noted.

Throughout the four weeks of the recertification course, Oram



The recertified stewards enjoy the company of SIU officials at their final banquet. From the left (standing) are Ronald Drew, SIU Executive VP Augie Tellez, Brian Burchette, Kristin Krause, Stephen Bird, SIU President Michael Sacco, Lauren Oram and (kneeling) Julio Arzu.



As instructor John Hetmanski (right in left photo above) instructs, Julio Arzu cuts into a block of ice that will become a sculpture. At right, Ronald Drew cooks up a pot of chili.



Brian Burchette, Stephen Bird and Lauren Oram join forces to create a nutritious and tasty menu.



Stephen Bird's wife, Sharon, was able to join her husband for the graduation ceremony.



Working on her chili cook-off entry is Kristin Krause.

was able to improve her computer and first aid skills, and learn more about the SIU constitution and overall union education. She told the trainees to work hard and keep coming back to the Paul Hall Center to upgrade their skills. "Being at Piney Point is like one-stop shopping," she said, "Everything you need to help you is here in one location. You can never stop learning."

Brian Burchette joined the SIU in 1986 in Honolulu aboard one of the cruise ships. Now sailing from the port of Tacoma, he has made it a continuing priority to upgrade his skills at the Paul Hall Center.

He told the unlicensed apprentices that when they get their books, their obligations to themselves and their families—including the SIU family—begins, and that "it is important aboard ship to take pride in what you're doing. Listen and learn. Everyone has something to offer."

Burchette thanked the union officials as well as the school and its staff and instructors for the great learning experience. The Serve Safe course was exceptional, he said, and the sharing of experiences with his classmates was extremely beneficial. He expressed renewed appreciation for the union and what it provides the membership. And seeing the TWIC debate live on CSPAN was particularly exciting for him.

"I love what I do, and I take pride in what I do," he concluded as he presented each member of his graduating class with a cap he created and had embroidered that contains the SIU logo and the words "Recertified Steward."

Stephen Bird is one of seven seafarers in his family, ranging from his father, who retired in 1993, to his nephew who is at the

beginning of his career and sailing as an OS.

"I can't begin to tell you how many ways the SIU has affected all four generations," he told the audience.

He joined the union in 1991 and sails from the port of Boston.

Bird thanked the union officials and "everyone behind the scenes. Without your continuous effort, the SIU would not be what it is today. Most of all, thank you for the opportunities you have given to all of us."

Bird found the CPR and first aid refreshers extremely valuable training. The nutrition course, in particular, he believes, will help him keep his crew trim and fit for duty.

To the unlicensed apprentices, Bird said, "You, the future of the SIU, are about to become members of this union. We all have one goal: to continue to be the best union and seafarers in the world. The only way to do this is to follow in the footsteps of those before you. Through hard work, paying attention and working together with your fellow seamen as a family and as a team, you will achieve this common goal. Good luck, and see you on the 'Big Blue.'"



This logo, designed by Brian Burchette, adorned the caps that he gave out to each member of his graduating class.





Located at 1121 7<sup>th</sup> Street in Oakland, the hall is close to the waterfront. Photos above show front and back of new building.



Bosun George Pino holds the U.S. Merchant Marine flag during opening ceremonies with a U.S. Marine Corps Color Guard.

# Seafarers: Oakland Hall Is Upgrade



In two photos above, SIU President Michael Sacco welcomes guests to the ceremonial opening.



Left: SIU Asst. VP Don Anderson, Recertified Steward Terry White



Right: AB Victor Frazier, SIU Guam Port Agent Jeff Turkus

The union in late July moved its operations from the old hall in San Francisco to a new facility in nearby Oakland, Calif., where it hosted a ceremonial grand opening Aug. 17.

Members didn't take long to warm up to the new building, located at 1121 7<sup>th</sup> Street in Oakland.

"This move benefits the members," said Recertified Bosun **Robert Natividad**. "It's a very nice hall and very convenient to the BART (Bay Area Rapid Transit) and bus systems. It's outstanding."

"Everything about it is more efficient, more modern," said GUDE/Wiper **Melvin Ratcliff**. "I really like it. I live maybe 10 minutes away."

AB **Peter Koucky** immediately noticed one key difference between the Oakland hall and the old building on Fremont Street, which the union had occupied since 1980. "The new hall is well-lit," he said. "The other one didn't have much lighting. There's lots of windows here."

"It's also much cleaner," Koucky added. "It seems well laid-out and I think it's an improvement. So far, so good."

AB **Mohsin Ali** said, "The hall is in a good location, easy to get to with BART and the buses. It's a good convenience for us."

Other members also noted the Oakland hall's close proximity to the waterfront—it is located within easy walking distance of the Matson pier.

The Oakland hall contains two stories plus a basement and is roughly 17,000 square feet. The facility is 60 years old but during the past few years has undergone major refurbishment, including structural reinforcement,



SIU President Michael Sacco addresses the crowd at the Oakland hall.

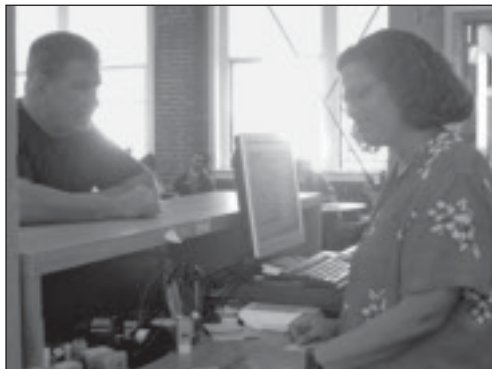
ments and recent interior construction and upgrades ordered by the SIU.

As previously reported, the hall offers more than 30 parking spaces next to the building, with additional parking nearby. It includes a media room for rank-and-file members featuring a television and high-speed internet hookups; a classroom for off-site training; meeting and conference rooms and other amenities.

Approximately 150 people attended the grand opening, including SIU officials President Mike Sacco, Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel as well as representatives from other maritime unions, the U.S. Coast Guard and the U.S. Marine Corps. Oakland Mayor Jerry Brown sent a welcoming proclamation that was read aloud to the audience.



SIU Exec. VP Augie Tellez, Sec.-Treas. David Heindel, Asst. VP Nick Celona, VP Nick Marrone



SIU Oakland Safety Director Kathy Chester assists Seafarer Mike Simpson at the counter.



Right: AB Ramon Duran, QEP Marcelino Cayabyab, DEU Emmanuel Bayani Jr.



These three photos show some of the Seafarers and guests who turned out for the grand opening Aug. 17.



## Training, Teamwork Pay Off

# Pride of America's Deck Dept. Always Gets the Job Done

The SIU-crewed *Pride of America* has just celebrated its first anniversary of service in the Hawaiian Islands.

Before working aboard the *Pride of America* (and its sister ships in the NCL America fleet, the *Pride of Aloha* and the *Pride of Hawaii*), crew members must pass a basic safety training course. Many completed their studies at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

But safety instruction does not stop there. It is a continuing process in all three departments to meet the vessel's safety needs.

Through teamwork and regular training, the deck department, for example, keeps the cruise ship seaworthy—working 24 hours a day/seven days a week—maintaining readiness from island to island.

The photos accompanying this article were sent to the *LOG* by AB **Chuck Palmer**, who knows firsthand that the work his department does helps the passengers and other crew members maximize the enjoyment of their voyage both aboard ship and while on shore in a friendly and safe manner.



The staff captain looks on as AB Mikhail Pinchevskiy and Bosun Manolo Delos Santos maneuver the life raft from Deck 6.



Next to the vessel, nine life boats are guided in an oval course between set points to familiarize the crew with how to launch, retrieve and maneuver them in windy conditions.



Mates utilize the MOB (man overboard) boat to retrieve the 35-person life raft (left), which was deployed for the annual Coast Guard inspection. Above, a team of deck department members then have the task of deflating the raft.



A few members of the deck department team haul the raft aboard the ship platform, which opens to the water level from the hull, midships.



The crew uses leverage to stow heavy gear. Clockwise from right are Bosun Manolo Delos Santos, AB Carlos Ajona Cano, AB Mark Wyn, OS Duane Reber and AB Mikhail Pinchevskiy.



Working on the stern are (from left) OS Mustapha Abubakari, OS Junior Augustin and Deck Repairman Elias Ayalen.



The ship anchors in Kona harbor every Wednesday, and tender boats carry the passengers safely to shore and back. Helping guests board the tender are OS Junior Augustin (left) and OS Duane Reber.



Handling the stern line are (from left) AB Regina Ewing, AB Michael Dempster, 3<sup>rd</sup> Mate Dan Leobel, AB Carlos Arjona Cano, AB Frederick Martinez, Deck Repairman Elias Ayalen and OS Riesel Pardilla.



AB Ulysses Estigoy does a high-wire act maintaining the bigtop over the Waikiki Bar on Deck 13.



Crew members sometimes get to take advantage of the recreational opportunities that abound during overnight stops. AB Chuck Palmer, who sent these photos to the *LOG*, rents a Harley in Nawiliwili, Kauai.



Keeping up with necessary maintenance, AB Carlos Ramos is at work on Deck 11 at the Aloha Cafe.

## Ode to the Deck Crew by AB Chuck Palmer

Day in and day out, the deck crew is there.

When a new day dawns, the monkey fist is thrown and the ship is securely tied to another dock in another Hawaiian Island. The gangway comes down, and the deck crew is there.

Passengers and other crew members exult to the delights of a new and exciting day.

And the deck crew is there. The bulkheads need rinsing, tenderboats need caring, the deck needs painting and teak wood needs oiling. A myriad of jobs await the attention of apprentices, cadets, OSs, ABs and mates alike.

As another long day gives way to night, the deck crew is there. All lines are hauled in and the gangway comes up. Across the blue waters another island beckons. Not long after happy heads sink into comfy pillows, the night crew comes out. Decks are scrubbed down, pools are set to the proper PH and spas are readied for another day's fun and relaxation.

High above, a lone watchstander stands vigil at the helm. Throughout the night the mates and ABs scan everything in sight, doing their part to bring her on in safely to another port in paradise.

From the towering cliffs of the Napali coast to the teeming lava flows of Kilauea, the deck crew gets you there. As she steams into Kona, the deck crew is there. Before the sun arrives on the scene, the ship is set and the tenderboats are dropped to the heaving sea.

And the deck crew is there. Two thousand passengers set out for shore. From ship to boat, boat to pier and back again until the sun again drops out of the sky, the deck crew is at it.

Days turn into weeks and weeks into months and nary a single day is taken off. The toil is endless for the crew. For reward, they ask for naught. For that is the seafarer's S.T.Y.L.E. [Service, Teamwork and Yes Lead to Excellence]

Some people say that the seafaring way is a lonely way. Be that as it may; day in and day out, night in and night out . . . the deck crew is there.



# CIVMARS Rescue Liberian Fishermen

The fleet ocean tug *USNS Apache*, crewed by members of the SIU Government Services Division, rescued seven fishermen whose canoes capsized in the Atlantic Ocean off the coast of Monrovia, Liberia on Aug. 14.

According to the U.S. Military Sealift Command (MSC), the 226-foot *Apache* was two nautical miles west of the harbor entrance when the ship came upon five men struggling in the water next to their canoe.

"Several of us saw the overturned boat and people in the water around 2:45 p.m.," *Apache* civil service master Capt. Charles Rodriguez told the agency. "I immediately called the chief mate to tell him to get out to the site as quickly as possible."

AB **Jeremy Guyet** and Chief Mate Troy Bruemmer were in the harbor aboard the ship's rigid hull inflatable boat observing pier

repair operation when they received the call for help.

"They were on scene picking the first of the five victims out of the water within 10 minutes," said Rodriguez. "They hauled the fisherman into the boat, huddled them together and covered them because they appeared to be in the first stages of hypothermia."

Guyet and Bruemmer were transiting to the port with the canoe's crew when they saw two more fishermen struggling in the water. After rescuing them, the two crew members returned all seven men to dry land.

MSC reported that this was the second rescue operation in five days conducted by the *Apache*. Less than a week earlier, the ship also came to the aid of fellow mariners at the Port of Monrovia, putting out a fire that was raging aboard the foreign-flag commercial freighter *Tahoma Reefer*.

The *Apache* has been in Liberia's capital city of Monrovia since Aug. 9. Sailors from the ship's embarked Mobile Diving Salvage Unit Two conducted repairs on the Port of Monrovia's commercial pier and surveyed the harbor.

The *Apache* is one of MSC's four fleet ocean tugs that provide towing, diving platforms and other services to Navy combatant ships at sea. It also is one of MSC's 33 Naval Fleet Auxiliary Force ships, which are civil service-crewed and provide underway replenishment and other direct support to Navy combatant ships at sea. The agency notes that these ships "allow Navy vessels to remain at sea, on station and able to perform their mission."



Liberian fishermen whose canoes capsized 2 nautical miles outside the Port of Monrovia huddle aboard a rigid hull inflatable boat launched from the *USNS Apache* after being rescued by *Apache* crew members including members of the SIU Government Services Division.

The *USNS Apache* is one of the Military Sealift Command's four fleet ocean tugs that provide towing, diving platforms and other services to Navy combatant ships at sea.



Official U.S. Navy Photo

## Notice: SIU Message to Unlicensed CIVMARS Concerning MSC-Issued Letters of Indoctrination or Shipboard Orientation Notices

August 10, 2006

### CIVMAR PROTECTIONS AND RIGHTS ABOARD MSC VESSELS

The SIU's Government Services Division recently learned that unlicensed CIVMARS on some vessels may be required to sign a letter of indoctrination or orientation notice once they board their assigned ship. These letters or notices may be several pages long. The letters supposedly outline shipboard rules and other conditions of employment aboard the ship.

One such letter stated, "The ship is governed by the *Civilian Marine Personnel Instructions (CMPI)* not by any union agreement that may be in effect. All work, pay disciplinary, etc. matters will be handled in accordance

with the *CMPI*. Should you wish to refer to the *CMPI*, see the Chief Mate. If you have a pay dispute, you should complete a pay dispute form. The completed form will be reviewed by the Master and, if necessary, forwarded to the *APMC* for a final ruling."

**This statement is inaccurate and constitutes an unfair labor practice.**

Upon learning that CIVMARS on certain vessels were being required to sign this type of document, the union immediately contacted the Labor and Employee Relations Department at Military Sealift Fleet Support Command (MSFSC). The union's goal was to correct this procedure as quickly as possible.

The vessel captain issuing this statement was notified immediately and was required to change the language. The union has requested other remedies to this situation and is still working with MSFSC to accomplish this. The union will consider taking other action if an agreement on the proper remedies cannot be reached.

If you have been required to sign a letter, notice or statement like this it is very important that you contact your union representative immediately. It is important to send a copy of the statement if possible.

The union collective bargaining agreement contains language which sets forth CIVMARS' rights and protections aboard the vessel. It includes language concerning pay practices, health and safety and many other conditions of employment. To understand your complete set of rights and obligations while on assignment, you must seek guidance from the collective bargaining agreement and the *CMPI*. In addition to these two documents, there have been memorandums and agreements made by the union and MSC throughout the years to address grievances and other issues. If you have any questions about vessel conditions of employment, send them to civmar-

support@seafarers.org or contact your union representative.

Each CIVMAR has the following basic rights aboard the vessel or at the CSU:

- To have a union representative, shipboard delegate or another person of your choosing present if you are directed to participate in an investigation/discussion which you believe may lead to a disciplinary action.
- To file grievances under the collective bargaining agreement including those involving pay or overtime disputes.
- To distribute union literature while you are off watch to other CIVMARS who are off watch or on breaks.
- To hold union meetings with your shipmates during off watch periods.
- To be free of supervisory intimidation because of your union activities or other actions.
- To wear or display a union insignia.

If you have any questions, contact your SIU Government Services Division representative at your union hall or via email at: civmarsupport@seafarers.org

635 4<sup>th</sup> Ave.  
Brooklyn, NY 11232  
Phone: (718) 499-6600  
Fax: (718) 499-6254

115 Third Street  
Norfolk, VA 23510  
Phone: (757) 622-1892  
Fax: (757) 624-3578

1121 7<sup>th</sup> Street  
Oakland, CA 94607  
Phone: (510) 444-2360  
Fax: (510) 444-5587

## ANNUAL FUNDING NOTICE FOR SEAFARERS PENSION PLAN

### Introduction

This notice, which federal law requires all multiemployer plans to send annually, includes important information about the funding level of Seafarers Pension Plan, Plan Number 001, Employer Identification Number 13-6100329 (Plan). This notice also includes information about rules governing insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency.<sup>1</sup> This notice is for the plan year beginning January 1, 2005 and ending December 31, 2005 (Plan Year).

### Plan's Funding Level

The Plan's "funded current liability percentage" for the Plan Year was 116 percent. In general, the higher the percentage, the better funded the plan. The funded current liability percentage, however, is not indicative of how well a plan will be funded in the future or if it terminates. Whether this percentage will increase or decrease over time depends on a number of factors, including how the plan's investments perform, what assumptions the plan makes about rates of return, whether employer contributions to the fund increase or decline, and whether benefit payments from the fund increase or decline.

### Plan's Financial Information

The market value of the Plan's assets as of Dec. 31, 2005 was \$ 633,211,520.00. The total amount of benefit payments for the Plan Year was \$ 30,780,217.00. The ratio of assets to benefit payments is 20:1. This ratio suggests that the Plan's assets could provide for approximately 20 years of benefit payments in annual amounts equal to what was paid out in the Plan Year. However, the ratio does not take into account future changes in total benefit payments or plan assets.

### Where to Get More Information

For more information about this notice, you may contact Margaret R. Bowen, Plan Administrator, at 301-899-0675, 5201 Auth Way, Camp Springs, MD 20746. For more information about the PBGC and multiemployer benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242.

cial experience may need to increase required contributions and may, under certain circumstances, reduce benefits that are not eligible for the PBGC's guarantee (generally, benefits that have been in effect for less than 60 months). If a plan is in reorganization status, it must provide notification that the plan is in reorganization status and that, if contributions are not increased, accrued benefits under the plan may be reduced or an excise tax may be imposed (or both). The law requires the plan to furnish this notification to each contributing employer and the labor organization.

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

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

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

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

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

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

<sup>1</sup> **Rules Governing Insolvent Plans:** Federal Law has a number of special rules that apply to financially troubled multiemployer plans. Under so-called "plan reorganization rules," a plan with adverse finan-

### CIVMAR Notice

This article's purpose is to update CIVMARS regarding the status of the Days Inn Norfolk (Va.) hotel habitability grievance. This grievance was filed to address the sub-standard habitability conditions faced by East Coast CIVMARS required to stay at this facility. The union's investigation of the hotel documented dirty rooms, mold, roaches, bed bugs, safety issues and other problems.

To continue its grievance investigation, the union requested information from MSC including the Environmental Health report that was conducted to evaluate the facility. When MSC refused to release the report, the union filed an unfair labor practice with the Federal Labor Relations Authority. MSC then released the report to the union.

Proactive East Coast CIVMARS

have worked with the union to assist in the grievance process, provide information and support as this case has proceeded. The case is expected to go to arbitration this fall. An arbitrator will determine whether CIVMARS will be entitled to habitability pay and, if so, in what amount.

Persistence, initiative and vigilance have paid off for East Coast CIVMARS. CIVMAR efforts, in partnership with the union, have prompted MSC to re-evaluate the Norfolk hotel quarters issue.

The union last month learned that a Request for Proposal has been posted by MSC requesting that hotels in the Norfolk area bid for MSC's contracted hotel quarters business. Any hotel which applies must meet or exceed a AAA three diamond rating.

The union will keep CIVMARS updated on this issue.



# Instructor Oakley Pays Tribute to Bill Saul

*Editor's note: William Repass Saul, 80, passed away July 15 in Leonardtown, Md. As was reported in the August 2006 LOG, Saul was a retired official who worked with and for the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The following tribute to Saul was submitted by Mitch Oakley, a member of the school's staff and one of many people whose life Saul impacted.*

## William R. (Bill) Saul

"Bigger than Life." In a simple world, that statement would sum up Mr. Bill Saul. That was my first impression in 1969. As an adolescent making a difficult move to Maryland from South Carolina in the junior year of high school, Bill's bigger-than-life

activities became my focus.

Mr. Saul was then president of Steuart Transportation Company, sister of Steuart Petroleum Company. He and his mentor, senior Mr. Steuart, had transformed a coal and ice delivery business into a multi-million dollar petroleum storage and transportation venture. Bill was a hands-on executive, at home in coveralls and jeans as well as designer suits. He was as keen in the shipyard as he was in the boardroom. Whether single-handing his 46-foot Cal, the *Salty Lady*, or piloting a Cessna 91000, his corporate aircraft, Bill was always a source of inspiration. What young person could resist the appeal of his energy?

To assume that Bill Saul was all business was a mistake. He

savored life more than anyone I have ever known. Consummate businessman, world class entertainer, and always a gentleman, his fatal flaw was his huge heart. Bill always had time to help and kept a special place for children. He would wipe away papers, and children would find toys in a special drawer of his massive desk. Bill was backed up and always supported by Linda Scott, seldom seen but always appreciated.

Bill always had time to devote to me. He answered every question, no matter how busy he was. He fostered me from grass cutter to operations manager, guiding me to graduate Kings Point in the process. I literally had two fathers.

After the loss of his mentor and the heartless demise of their



Bill Saul

corporate creation, Bill surprised even me with his ability to remain on character.

The Seafarers International Union, SIU, had the foresight to involve Bill as their vice president of inland affairs. What a splendid way to cap a long and mutually respectful relationship: allow a great maritime figure to share his expertise and industry goodwill. I was so grateful to see him smile during those twilight years.

I am thankful to have had the opportunity to love and learn from Bill Saul. Those "right seat" times in the 91000, quiet

moments on the Chesapeake in the *Salty Lady*, watching him work to heal lives when disaster struck in an explosion in the 80s, carrying the briefcase and listening as energy policy and strategy was shaped all showed the character of William Saul. Not until he helped me bury my father and mother did I realize the depths of his compassion.

Thank you, Bill, for always having a glass half full. Your sharing spirit will continue to inspire those of us you touched.

With all respect and love,

"Monster"  
Mitch Oakley

## With Seafarers in Puerto Rico



AB Jorge Santiago (right) shows one of his certificates from the Paul Hall Center for Maritime Training and Education to SIU Port Agent Amancio Crespo at the hall in Santurce.



Pictured aboard the *El Morro* are Chief Electrician Monroe Monseur (left) and Bosun Roan Lightfoot.



Taking a brief and well-earned break on the *Horizon Hawaii* are (from left) GUDE Juan Rosario, Chief Steward Carlos Sanchez and QMED Orlando Herrera.



QMED Joel Encarnacion applies for his "A" book at the hall in Puerto Rico.

## New Full Book Members



During the August membership meeting in Piney Point, Md., James Bennefield (left) and David Brewster (right) were awarded their full union books. Congratulating them is Piney Point Port Agent Edd Morris, who read them the oath of obligation.

## True Brotherhood Strong on the Tacoma

The Brotherhood of the Sea is alive and well aboard the *Horizon Tacoma*, for not only is there one set of brothers working on the ship, but two!

Third Mate Rafik Shahbin recently joined his brother, Mohamed Alsinai, who sails as an electrician, and AB Anwar Alsharif works on the vessel with his brother, DEU Majed Alsharif.

Shahbin, a 12-year SIU member, currently is sailing on his license for the first time. After working as an AB/watchstander, pursuing his license seemed to him the next logical step in his seagoing career. And it was his older brother, Mohamed (who holds a third assistant engineer's license) who encouraged him to do so.

Anwar Alsharif enjoys spending time outdoors, so the deck department was a perfect fit for him. His brother, Majed, on the

other hand, enjoys mechanical work and preferred the engine department. As dayworkers, they particularly enjoy being on the same schedule so they can spend their free time together.

Both sets of brothers agree the *Tacoma* is a good ship with dedicated crew members. When asked if there were any downsides to sailing with a family

member, they couldn't name one.

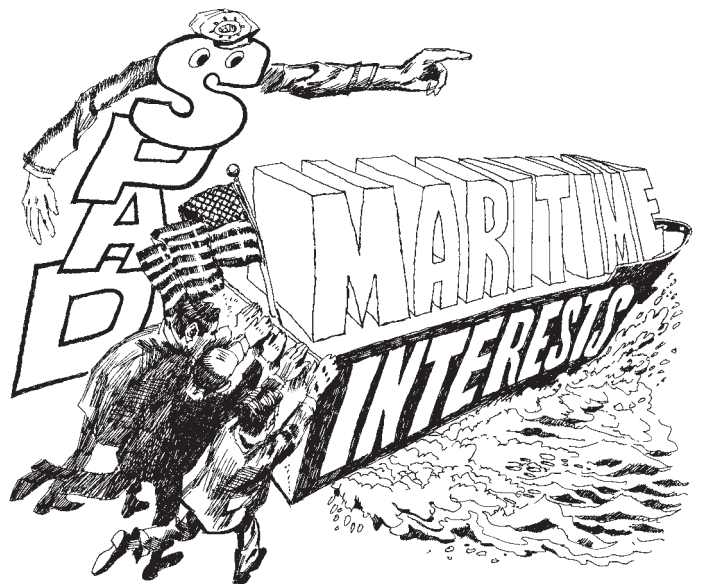
The *Horizon Tacoma* is a D7 class vessel, sailing from Tacoma, Wash. with calls in Anchorage, Kodiak and Dutch Harbor, Alaska.

Thanks to Dorene Molise Dunn, the chief cook aboard the *Horizon Tacoma*, for sending the LOG this information and accompanying photo.



Rafik Shahbin is at left aboard the *Horizon Tacoma*. His brother, Mohamed Alsinai, was unavailable when the photo was taken. The other set of brothers aboard the vessel is Majed (center) and Anwar Alsharif.

**ATTENTION SEAFARERS:  
HELP SPAD HELP YOU  
Contribute to the  
Seafarers Political Action Donation**





### BOLAND



The crew of the *John J. Boland* (American Steamship Company) gives thumbs up for the new Great Lakes Standard Freightship Agreement while docked in Superior, Wis. loading coal.

### MCCARTHY



Bosun David Grieg (left) and Rep Chad Partridge show their approval on the *Walter J. McCarthy* in Superior, Wis.

### BURNS HARBOR



Reviewing the agreement aboard the *Burns Harbor* (American Steamship Company) are (from left) Algonac Port Agent Todd Brdak, AB Resat Diler, AB Randall McArthur, GUDes Nasser Omar and Ahmed Algalham, AB Daniel Breyer and GUDE Ahmed Almlhany.

### GREEN LAKE



### CORNHUSKER STATE



Ratifying the agreement on the *Cornhusker State* are (from left) Elect. Sterner Clothier, CS Adde George, Elect. Gary McDonald and Recertified Bosun Scott Palen.

### PRESQUE ISLE



The crew of the *Presque Isle* (Key Lakes/Great Lakes Fleet) unanimously approved the new agreement. From the left are SA Terri Sales, AB William Root, GUDE Jesse Parente, AB Abulwali Suwaileh, AB Richard Bennett and GUDE Tawfiq Saleh.

### BUFFALO



From the left, AB Wheelsman Charles Richardson, Gateman Mohamed Ahmed, GUDE Mageed Ahmed and Recertified Bosun Diego Hatch approve the new agreement aboard the *Buffalo*.

### ADAM E. CORNELIUS



Crew members aboard the *Adam E. Cornelius* (American Steamship Company) give the agreement a thumbs up. From the left are Algonac Port Agent Todd Brdak, ABs Michael Larson, Richard Lee and Charles Lamb.



### ST. MARY'S CHALLENGER



Aboard the *St. Mary's Challenger* (HMC Ship Management) in Milwaukee, Wis., more crew members show their approval of the new agreement.

### PUGET SOUND



### ALASKAN EXPLORER



### METEOR



### CAPE HORN



# Seafarers Ratify Standard Contracts

As reported in detail in the August edition, members this summer overwhelmingly ratified their respective ship and tanker agreements along with (separately) the new standard freightship agreement. Each of the agreements ratifies annual wage increases and maintains the cost of living level, among other highlights.

Voting took place the past two months aboard ships and at membership meetings and special meetings. Overall, more than 98 percent of the members voted in favor of the respective agreements, which take effect retroactively June 16, 2006 and which run through 2011.

Pictured on this page are Seafarers' representatives providing information about the new agreements aboard ship and at meetings. A full page appeared in the August 7 of last month. The full page remains available at [www.seafarers.org](http://www.seafarers.org)



**CAPE RACE & CAPE RISE**



Crew members from the *Cape Race* and *Cape Rise* ratify the contract. They are (from the right) Bosun Gerald E. McIntyre, QEE James Atwell, GVA Cameron Miller, AB Robert Kirk, Recertified Steward Kenneth Long, QMED Martin Allred and AB Phillip Harmon.

**FLICKERTAIL STATE**



On the *Flickertail State* are Wiper James Burke, CS Michael Pooler, QEE Mann B. Aroon, AB Stacey Twiford and Bosun David Brown.

**CAPE MAY**



Raising their hands in favor of the agreement on the *Cape May* are (from left) Bosun Blair Baker, Elect. Randy Pearson, QMED Jerome Slade and AB Robert White.

**REGULUS & DENEbola**



Included in the voting process are *Regulus* and *Denebola* crew members Chief Steward Rudy Lopez, Wiper Howard Vick, Wiper Natan Jenkins, Bosun Larry Ambrous, AB Joe Willis, AB Timothy Kacer, OS Leander Garrett, CSKS Arica Shaw and Elect. Earl Ebbert.

**HORIZON TRADER**



**CAPE RAY**



Having their votes counted in the ratification process on the *Cape Ray* are (from left) QMED Brad Neathery, QEE Antoine Jennings, GVA Melvin Smith, and AB Joe Murphy

**ALASKAN FRONTIER**



**MAERSK VERMONT**



**GREAT LAND**



**CAPE GIRARDEAU**



**MAHI MAHI**



**KEYSTONE STATE  
GRAND CANYON STATE  
GEM STATE**



**HORIZON ENTERPRISE**



**ITB NEW YORK**





# Lummus Cookies Are a Big Hit

John Bozzi is a third mate aboard the SIU-crewed *USNS 1st Lt. Jack Lummus*. His cousin, Patrick Anderson, is with the 2515<sup>th</sup> Naval Air Ambulance Detachment, which is stationed in Kuwait to perform air medevac missions in support of ground troops in Kuwait and southern Iraq. When Anderson made a personal request of his cousin for some home-baked cookies, the galley gang on the *Lummus* didn't hesitate to fire up their ovens.

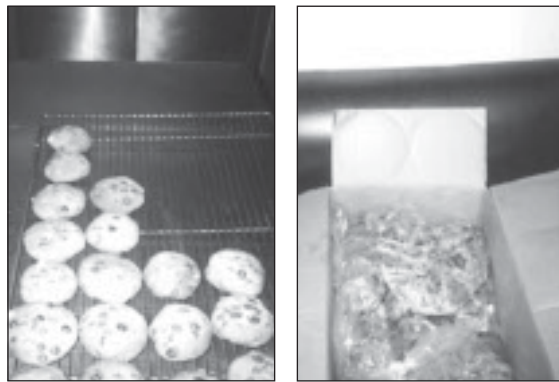
More than 20 dozen cookies were sent to Anderson's squadron of about 120 personnel. Also included in the package of goodies were some ship's T-shirts, ball caps, an official ship photo and a biography of Jack Lummus.

According to Anderson, his squadron is composed of six aircraft, about 40 aircrewmembers and pilots and eight corpsmen. The rest are aircraft maintainers and support people. "We have two aircraft on a 15-minute medevac alert 24-7," Anderson wrote. "Once we get the call, we have the aircraft off deck within 15 minutes and head out to pick up the patient(s) wherever they are and take them to a higher level of care (advanced hospital). We carry one corpsman in the back to provide en route medical care."

Judging from the pictures of the cookie recipients, it looks as if the *Lummus* gift was a really delicious morale booster for the hard-working group who are helping save American lives in the war-torn areas of the world.



Cook/Baker Evelyn Tayag (left) and 3<sup>rd</sup> Mate John Bozzi roll the cookie dough into little balls, ready for baking. In the foreground are some of the other items that were packaged up along with the cookies.



Fresh from the oven (left), the cookies are left to cool and then packaged up for shipment.



The Naval Air Ambulance Detachment receives the boxes of goodies (left). Once opened (right), it seems as though the cookies, in particular, were a big hit and a terrific morale booster.



Asst. VP Government Services Chester Wheeler and SIU Rep Kathy Chester pose with the SIU wreath aboard the *Jeremiah O'Brien* for a Maritime Day remembrance.

## Maritime Day on the Jeremiah O'Brien

National Maritime Day in San Francisco was celebrated both May 20 and 21 aboard the *SS Jeremiah O'Brien*.

The all-volunteer crew aboard the World War II Liberty ship welcomed visitors for its third International Memorial cruise, remembering that 12 years ago, they were sailing to Normandy for the 50<sup>th</sup> anniversary of the D-Day invasion and the liberation of Europe. That trip, noted Rear Adm. Thomas J. Patterson USMS (Ret.), chairman and CEO of the National Liberty Ship Memorial, was "made possible by a 51-year-old ship, a volunteer crew of veterans averaging 72 years of age, and many wonderful supporters in America, France, England and around the world."

Following the presentation of colors, national anthems of the United States, France, England and Canada (allies in the war) and remarks by guest speakers, there was a roll call of all veterans from past conflicts, a laying of wreaths and a rifle salute by the Marine Guard.

Asst. VP Government Services Chester Wheeler and SIU Rep Kathy Chester were in attendance and presented the SIU wreath.

Chester noted that she felt honored and proud to take part in the ceremony. She also was pleased to be able to share the day with her mother, who recently celebrated her 90<sup>th</sup> birthday and enjoyed reminiscing about her days as a "Rosie" (the Riveter) as well as sharing stories of her father, who was a merchant mariner during and shortly after World War II.

The ship, now owned and operated by the National Liberty Ship Memorial, was open to visitors, who had an opportunity to view the engine room, flying bridge, gun tabs and watch the radio department demonstrate Morse Code transmissions.

## Bosun's Newsletter Offers Direction to Crews

Recertified Bosun **Daniel Teichman** began writing and distributing a shipboard newsletter years ago in an effort to bring everybody together and give them something to talk about other than each other.

The newsletter, which contains a mix of practical tips and observations, is circulated every other week when he's sailing. The length varies—sometimes it's a single page, other times it's much longer.

Below is the content of Teichman's most recent edition, which gets to the core of personal fulfillment.

### Bosun's Newsletter 06-06-06 "The Rattle of Musket Fire"

At the southern end of the Suez Canal, a lonely monument sits with a small plaque, noticed by few and visited by less. The small inscription tells the story of how the French started the canal. On this site was to stand the gateway light with its matching sister at the northern end. Plagued by civil unrest and local labor problems, and coupled with political turmoil at home caused the French to fall from the picture and turn the project over to the British. All, that is, except for the two light statues already cast of bronze and steel and still stored in a warehouse in France. Magnificent structures meant to light the north and south of France's great achievement.

Jammie DaHat has no ties to bind him; he has for many years lived at the Spelling Residential Hotel, \$200 per week, bath down the hall, laundry on the third floor. Jammie has no savings or checking

account, no personal relationships, and he drinks at the bar downstairs every night and exchanges vivid and glorious sea stories.

The French, being a little arrogant, could not have these great works of art reminding the world of France's failure.

Jammie walks the 12 blocks every day to the union hall. Along the way, he encounters the usual assortment of homeless, opening the door for him at the fast food joint or begging in hopes of a few coins. He scoffs at them and he continues his daily ritual and walk.

There are a lot of homeless—men, women and children. People without direction, people with little hope and no more dreams, people without homes and certainly no way to get there.

In time, Jammie reaches his destination, assumes his usual spot at the corner table in the "hall." From here, he holds court for all who would engage him, freely dispensing his convictions and advice on job, union, taxes, relationships and, indeed, on life itself.

Jammie likes who he is and what he is, and he knows where he belongs: a full book member in the Seafarers International Union. Means and opportunity, the ability to earn an above-average income, he gets his money at payoff in what most would consider a very large sum of cash. Not to mention the vacation monies and unemployment benefits. Yes, Jammie could build a very secure future with home and hearth for himself. Security. Congratulations, Jammie!

The French, in need of political support,

aid and trade agreements with the United States, remembered those long-forgotten light towers and decided to present them as gifts to the two largest gateway cities in the U.S.A. The first was to go to San Francisco and was scheduled out on a ship bound through the Suez Canal, the Far East and on to the City by the Bay. However, misfortune befell them once more. A dockside strike and more unrest prevented the loading, and the fate of the first tower was sealed. To this day, she lies on her side, lonely and forgotten in a warehouse in France.

Six months later, the second loading took place without incident, and the once southern tower was destined for a new life in New York, searching for success in the new world like the thousands of immigrants who journeyed by sea to a new land. Many thousands passed that small fort island in New York's inner harbor and looked upon the face of another immigrant as the symbol of new freedom and a better way of life. As with many immigrants, our lady light tower took a new American name, The Statue of Liberty.

Any life may start in one direction and find itself in a distant place. So now you know the rest of the story. In my little story, the names are always fictional, but the stories and facts are true. So goodbye Jammie DaHat. You will never appear again, but a final word to you, my other character will always be with us, and in a way says this the best. He ain't heavy, he's my brother.

Once you become a seaman, you have defined who you are for the rest of your life. But not yet what you would become

as a citizen, and you do not yet know where you belong. When you pretend to be, you are pretending only for yourself. When you hide what you are, you are expressing for all to see the failing of one's self. Only a "home" can bring you full maturity, respect and financial security Home and hearth, security for you and yours. By who you are, the opportunities afforded you by this union and great nation has this gift been put in your hands. But it is for you to decide at the day of payoff. Travel this great nation, find small-town America, find your home and where you belong.

As an SIU bosun, I am committed to trying to make you not only a better seaman and citizen of my ship, but a better seaman citizen of this nation. Thought, discussion and debate.

A tip of the white cap to my wife, Janet, for her encouragement and support. You are whom I most admire and who I hope someday to become.

A tip of the white cap to Mike, Augie, Nick, Bart and George, a few of the union officials and their staffs. After my recent visit to Camp Springs and Washington, D.C., I stand humbled by my observances. Your hard work, devotion and passion to improving and preserving this union and, indeed, the whole of the U.S. shipping industry, has caused me to re-assert myself and in some small way improve and educate those around me. To be that positive voice in a room filled with dissension. Not a good job, but a great job!!!

A moment of silence, please.  
(Not this ship's bosun) but  
The BOS'N



# Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2006

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
<b>DECK DEPARTMENT</b>										
Algonac	5	3	1	1	1	0	1	6	8	3
Anchorage	0	4	3	0	3	0	1	0	8	4
Baltimore	6	3	2	4	4	1	6	14	7	3
Fort Lauderdale	8	18	3	8	15	3	6	21	25	4
Guam	0	6	0	1	2	0	0	2	10	1
Honolulu	9	8	2	10	1	2	2	16	8	2
Houston	49	40	6	40	27	5	14	73	55	18
Jacksonville	31	24	3	28	11	4	12	56	37	11
Joliet	0	3	2	0	2	1	1	1	3	2
Mobile	8	12	5	11	6	1	1	15	19	6
New Orleans	16	11	3	12	8	3	5	23	20	6
New York	44	22	10	19	12	0	16	86	35	28
Norfolk	17	19	8	14	14	2	9	24	35	12
Oakland	23	10	3	18	5	2	5	37	19	5
Philadelphia	6	4	4	4	2	1	2	8	5	5
Piney Point	1	3	0	0	12	0	0	1	6	0
Puerto Rico	10	10	2	6	5	0	3	17	14	5
St. Louis	1	10	2	0	7	0	0	3	13	2
Tacoma	38	24	10	26	19	4	27	66	42	18
Wilmington	36	18	13	23	14	9	7	57	28	15
<b>Totals</b>	<b>308</b>	<b>252</b>	<b>82</b>	<b>225</b>	<b>170</b>	<b>38</b>	<b>118</b>	<b>526</b>	<b>397</b>	<b>150</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	1	1	0	0	0	0	0	2	2
Anchorage	0	0	1	0	0	0	0	0	2	1
Baltimore	6	5	1	2	4	1	1	10	8	3
Fort Lauderdale	3	7	5	7	6	3	0	5	7	7
Guam	1	5	0	1	1	0	0	1	6	1
Honolulu	8	3	1	7	5	5	3	11	4	1
Houston	15	8	9	12	7	5	2	23	18	14
Jacksonville	17	18	5	14	14	3	9	31	31	9
Joliet	1	1	0	0	0	0	0	1	3	1
Mobile	6	6	0	8	5	1	3	11	10	1
New Orleans	5	6	2	10	4	2	1	11	10	1
New York	11	16	4	10	5	3	4	37	17	10
Norfolk	10	15	9	7	16	7	7	14	17	9
Oakland	13	7	2	5	3	1	1	21	9	2
Philadelphia	0	3	0	0	2	0	1	3	4	2
Piney Point	3	2	0	4	2	0	1	2	2	0
Puerto Rico	2	2	1	1	6	1	4	5	3	1
St. Louis	1	0	2	0	3	2	0	2	1	2
Tacoma	20	18	5	10	10	1	7	29	26	10
Wilmington	13	10	18	11	10	8	5	20	13	18
<b>Totals</b>	<b>135</b>	<b>133</b>	<b>66</b>	<b>109</b>	<b>103</b>	<b>43</b>	<b>49</b>	<b>237</b>	<b>193</b>	<b>95</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	1	0	1	1	0	0	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	2	1	2	3	0	0	5	1	2
Fort Lauderdale	3	7	0	3	3	0	2	7	10	2
Guam	2	3	1	0	3	0	0	3	4	1
Honolulu	4	9	0	8	5	1	1	12	14	0
Houston	24	4	6	20	5	2	5	41	7	10
Jacksonville	17	14	3	13	10	0	3	34	13	3
Joliet	0	0	0	0	0	0	0	1	0	1
Mobile	6	5	1	3	2	1	0	11	7	0
New Orleans	6	2	3	5	3	1	2	8	5	4
New York	19	7	4	5	2	2	13	45	10	6
Norfolk	7	10	0	10	8	1	5	12	17	3
Oakland	22	4	1	17	2	2	11	37	7	0
Philadelphia	4	0	0	4	1	0	1	4	0	0
Piney Point	3	4	1	1	3	1	0	4	2	0
Puerto Rico	0	4	0	2	0	0	0	1	5	0
St. Louis	0	2	1	1	0	2	1	1	2	1
Tacoma	17	9	2	18	2	1	8	27	16	4
Wilmington	27	4	0	14	2	1	4	48	12	4
<b>Totals</b>	<b>165</b>	<b>91</b>	<b>24</b>	<b>127</b>	<b>55</b>	<b>15</b>	<b>56</b>	<b>302</b>	<b>132</b>	<b>41</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	2	3	0	0	0	0	1	3	10
Anchorage	0	0	1	0	0	1	0	0	5	5
Baltimore	0	4	1	0	3	2	0	0	3	2
Fort Lauderdale	0	6	10	0	0	4	0	0	14	17
Guam	0	1	1	0	2	0	0	0	1	1
Honolulu	2	10	8	2	5	3	0	6	12	12
Houston	5	24	11	2	16	12	0	9	35	22
Jacksonville	3	20	18	0	8	5	0	5	33	33
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	7	3	1	3	1	0	1	8	4
New Orleans	1	2	7	0	1	5	0	3	7	6
New York	3	29	12	1	25	6	0	11	56	34
Norfolk	1	13	27	0	5	16	0	2	22	29
Oakland	5	15	8	5	4	6	0	6	25	13
Philadelphia	0	1	0	0	1	1	0	0	1	0
Piney Point	0	3	26	0	7	18	0	0	7	12
Puerto Rico	2	3	1	0	3	0	0	2	5	1
St. Louis	0	2	1	0	1	0	0	0	1	1
Tacoma	3	20	9	3	8	6	0	7	28	13
Wilmington	4	12	3	4	7	1	0	2	14	15
<b>Totals</b>	<b>31</b>	<b>174</b>	<b>150</b>	<b>18</b>	<b>99</b>	<b>87</b>	<b>0</b>	<b>55</b>	<b>280</b>	<b>230</b>
<b>Totals All Departments</b>	<b>639</b>	<b>650</b>	<b>322</b>	<b>479</b>	<b>427</b>	<b>183</b>	<b>223</b>	<b>1,120</b>	<b>1,002</b>	<b>516</b>

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

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

## October & November 2006 Membership Meetings

Piney Point	Monday: October 2, November 6
Algonac	Friday: October 6 Monday: November 13* (*change created by Veterans' Day holiday)
Baltimore	Thursday: October 5, November 9
Boston	Friday: October 6 Monday: November 13* (*change created by Veterans' Day holiday)
Guam	Thursday: October 19 Friday: November 24* (*change created by Thanksgiving Day holiday)
Honolulu	Friday: October 13, November 17
Houston	Tuesday: October 10* Monday: November 13 (*change created by Columbus Day holiday)
Jacksonville	Thursday: October 5, November 9
Joliet	Thursday: October 12, November 16
Mobile	Wednesday: October 11, November 15
New Orleans	Tuesday: October 10, November 14
New York	Tuesday: October 3, November 7
Norfolk	Thursday: October 5, November 9
Oakland	Thursday: October 12, November 16
Philadelphia	Wednesday: October 4, November 8
Port Everglades	Thursday: October 12, November 16
San Juan	Thursday: October 5, November 9
St. Louis	Friday: October 13, November 17
Tacoma	Friday: October 20, November 24
Wilmington	Monday: October 16, November 20

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

## Inland Career Opportunities – Immediate Job Openings

The SIU has openings in the inland division. Interested individuals who possess either a 1,600-ton master's license (with near coastal or ocean endorsements) along with an Officer in Charge of a Navigational Watch (OICNW) STCW certificate; or a designated duty engineer (DDE) 5,000 hp or greater license are encouraged to contact Bart Rogers at the union's manpower office at (301) 994-0010, extension 5317 for additional information.

In Texas, the SIU has immediate openings aboard harbor tugs. Interested individuals who possess either a mate or master's license (inland) greater than 200 GRT, or are licensed as a chief or assistant engineer (6,000 hp or greater) are encouraged to contact Jim McGee at the SIU hall in Houston, (713) 659-5152.

## Notice

The union opened its new hall in Oakland, Calif. in late July. Contact information for the new hall is as follows, including the West Coast Government Services Division office:

1121 7<sup>th</sup> Street  
Oakland, CA 94607  
Phone: (510) 444-2360  
Fax: (510) 444-5587

The new SHBP clinic for the Oakland hall is located at:

Concentra Medical Centers  
384 Embarcadero West  
Oakland, CA 94607  
Phone: (510) 465-9565  
Fax: (510) 465-3840  
Hours: 8 a.m. to 5 p.m., Monday-Friday

With the exception of drug tests, all services will be by appointment, and appointments will be made by the staff at the Oakland union hall.



## 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 Corgoy, *Vice President Gulf Coast*

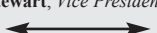
Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram, *Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



### HEADQUARTERS

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  
27 Drydock Ave., Boston, MA 02210  
(617) 261-0790

### GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242  
Cliffline Office Ctr., Bldg. B, Suite 103  
422 West O'Brien Dr., Hagatna, Guam 96931  
(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) 832-8767

### NORFOLK

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

### OAKLAND

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SANTURCE

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

### ST. LOUIS/ALTON

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

### TACOMA

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

### WILMINGTON

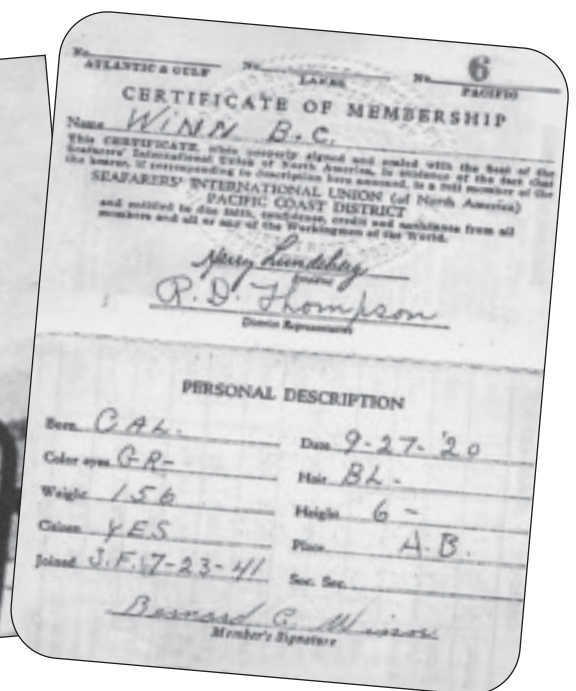
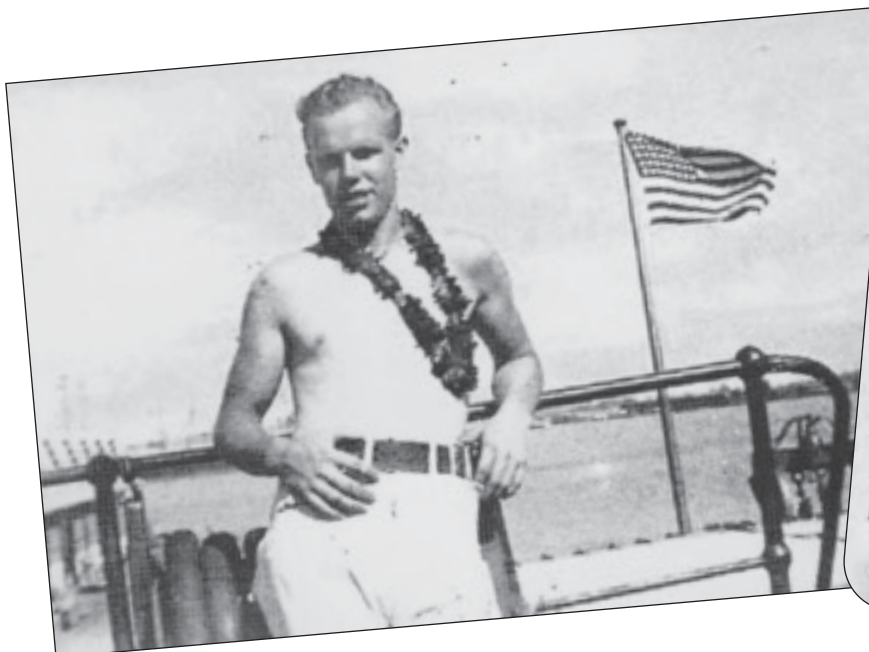
510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000

# NMU Monthly Shipping & Registration Report

JULY 16 — AUGUST 15, 2006

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	7	1	1	4	1	0	0	14	1	3
Houston	4	3	2	7	3	2	5	24	7	1
Jacksonville	1	2	1	1	2	1	8	1	0	1
New Orleans	2	0	0	0	0	0	0	20	7	1
New York	13	6	1	13	5	1	8	28	23	0
Norfolk	0	0	2	0	0	2	3	0	0	0
Tacoma	0	0	1	0	0	1	1	1	0	0
Wilmington	4	1	0	4	1	0	1	1	0	1
<b>Totals</b>	<b>31</b>	<b>13</b>	<b>8</b>	<b>29</b>	<b>12</b>	<b>7</b>	<b>26</b>	<b>89</b>	<b>38</b>	<b>7</b>
<b>ENGINE DEPARTMENT</b>										
Boston	3	0	0	0	0	0	0	9	1	0
Houston	3	0	0	3	0	0	0	11	3	1
Jacksonville	1	2	1	1	2	1	2	0	0	1
New Orleans	1	1	0	1	0	0	0	5	1	1
New York	2	0	0	2	0	0	1	12	7	0
Norfolk	0	0	1	0	0	1	0	0	0	1
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	1	0	1	0	2	0	0
<b>Totals</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>39</b>	<b>12</b>	<b>4</b>
<b>STEWARD DEPARTMENT</b>										
Boston	6	1	0	1	1	0	0	9	1	1
Houston	6	1	1	3	2	1	3	15	4	0
Jacksonville	1	2	0	1	2	0	2	2	0	1
New Orleans	0	0	1	0	0	0	0	4	1	2
New York	3	4	0	3	1	0	0	12	17	0
Norfolk	0	1	1	0	1	1	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	2	0	0	2	0	0	1	0
<b>Totals</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>42</b>	<b>24</b>	<b>4</b>
<b>Totals All</b>	<b>58</b>	<b>25</b>	<b>16</b>	<b>45</b>	<b>21</b>	<b>14</b>	<b>34</b>	<b>170</b>	<b>74</b>	<b>15</b>

## PICS-FROM-THE-PAST



The above photo was sent to the LOG by Bernard C. Winn of San Francisco. It is of himself taken on the stern of the SS *Frank Drumm* while in Honolulu in 1942. He was sailing as an AB.

Also (above right) is a copy of the front pages from his SIU membership book from the same period. Note that Winn has book number "6" in the Pacific region.

Before joining the SIU, Brother Winn sailed out of the Sailors Union of the Pacific hall as a permit "member." And before that, he shipped out of the Scandinavian Seamen's Club (union). His home port was San Francisco, but he also sailed from Seattle and Wilmington.

Winn withdrew from the SIU in May of 1944 when he got his 3<sup>rd</sup> mate's license and joined Local 90 of the

Masters, Mates and Pilots Union. In 1970, he worked on tugs and tour boats in San Francisco Bay, shipping out of the Inland Boatman's Union.

Currently a member of the Golden Gate Chapter of the American Merchant Marine Veterans, Brother Winn was pleased to be one of the guests last winter at the SIU hall in San Francisco for their annual holiday dinner.

*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.*



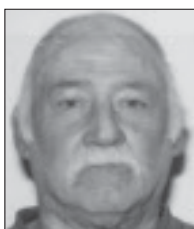


## DEEP SEA



**MIGUEL BARBOSA**, 65, was born in Puerto Rico. Brother Barbosa joined the SIU in 1987. During his seafaring career, he was a member of the steward department, sailing in both the deep sea and inland divisions. Brother Barbosa first worked aboard a Crowley Towing & Transportation vessel. His most recent voyage was on the *USNS Denebola*. Brother Barbosa calls Humacao, P.R. home.

**JAMES COLLINS**, 65, began his seafaring career in 1989 in the port of Mobile, Ala. Brother Collins



shipped in the deep sea and inland divisions. His first voyage was aboard a Seabulk tanker. Brother Collins was a member of the steward department. He last went to sea on a Waterman Steamship vessel. Brother Collins makes his home in his native state of Alabama.



**MAXIMO DISING**, 56, joined the SIU in 1969 in the port of New York. Brother Dising's first ship was Moore-

McCormack's *Robin Goodfellow*. Born in the Philippines, he worked in the engine department. Prior to his retirement, Brother Dising sailed on the *PFC Eugene A. Obregon*. He lives in Meraux, La.

**THOMAS HOWELL**, 57, joined the SIU ranks in 1966. Brother Howell was born in Charleston, W.Va. His first ship was the *Hurricane*. Brother Howell worked in the deck department, most recently aboard the *Brenton Reef*. Brother Howell is a resident of Houston.

**RALPH JOHNSON**, 65, started sailing with the SIU in 1964. Brother Johnson's first voyage was aboard the



*Transerie*. The engine department member, who was born in Louisiana, last sailed on the *Patriot*. He calls Mobile, Ala. home.



**FELIPE REYES**, 70, was born in Puerto Rico. Brother Reyes joined the Seafarers in 1989. He sailed as a member of the steward depart-

ment in the inland and deep sea divisions. Brother Reyes initially worked aboard Crowley Towing's *San Juan*. He most recently shipped on the *Horizon Producer*. Brother Reyes makes his home in Catano, P.R.

**NEFTALI SANTANA**, 64, began sailing with the SIU in 1967. His first ship was the *Steel Scientist*. Brother



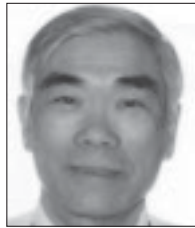
Santana, who is a native of Puerto Rico, was a member of the deck department. Prior to his retirement, Brother Santana shipped aboard the *Commitment*. He now lives in Orlando, Fla.



**RICHARD SURRICK**, 65, became a Seafarer in 1974, first shipping on the *Raphael Semmes*. Brother

Surrick was born in Philadelphia and sailed in the engine department. His most recent trip to sea was aboard the *Integrity*. Brother Surrick is a resident of Bensalem, Pa.

**JOHN WONG**, 67, launched his SIU career in 1986 in Honolulu. Brother Wong first sailed on the *USNS*



*Assurance*. He worked in the engine department. His most recent voyage was on the *Calvin P. Titus*. Brother Wong was born in China and calls San Francisco home.

## INLAND

**ALPHONSE DiDOMENICO**, 71, joined the union in 1962. Boatman DiDomenico first sailed with Bush Terminal Railroad. He was born in New York City. Boatman DiDomenico, who most recently worked with New York Dock Railway Company, continues to live in New York.



**CHARLES GARRISON**, 71, was born in Virginia. Boatman Garrison began shipping with the SIU in 1973

from the port of Norfolk, Va. During his career, he sailed primarily aboard vessels operated by Chesapeake & Ohio Railway Company. Boatman Garrison resides in Seaford, Va.

**JACK MAASKANT**, 62, became an SIU member in 1973, initially sailing with Interstate Oil Transport



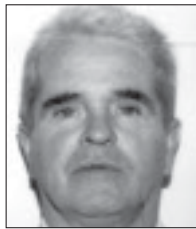
Company. Boatman Maaskant was born in the Netherlands and worked in the deck department. His most recent voyage was on a Moran Towing of Maryland vessel. Boatman Maaskant calls Selbyville, Del. home.



**HENRY METALLO**, 62, joined the SIU in 1970 in the port of Baltimore. Boatman Metallo, who

sailed primarily aboard vessels operated by Maritrans, continues to live in his native state of Maryland.

**JOHN O'NEILL**, 66, embarked on his seafaring career in 1996 in the port of Philadelphia. Boatman



O'Neill worked primarily aboard Crowley Liner Services as a member of the deck department. Boatman O'Neill was born in Philadelphia and makes his home in Holmes, Pa.

## GREAT LAKES

**DON BARNETT**, 65, initially went to sea in 1988 from the port

of Duluth, Minn. Brother Barnett first sailed on the *Henry Steinbrenner*. The Michigan-born mariner most recently worked aboard the *John Boland*. Brother Barnett is a resident of Minnesota.



**MOHMED NASSER**, 65, was born in Arabia. Brother Nasser joined the SIU in 1968 in Detroit, Mich.

He first shipped aboard American Steamship's *Reiss Brothers*. Brother Nasser last sailed in the steward department on the *William Roesch*. He makes his home in Dearborn, Mich.

*Editor's Note: The following brothers, all former members of the National Maritime Union (NMU) and participants in the NMU Pension Trust, recently went on pension.*

**ANDREW CRESPO**, 65, joined the union in 1980, initially sailing from the port in Tampa, Fla. Brother



Crespo's first ship was the *Amoco Louisiana*. The steward department member was

born in Florida. Brother Crespo last worked on the *Bridgeton*.



**ALFONSO NAVARRO**, 71, became an NMU member in 1995. Brother

Navarro first shipped from Baton Rouge, La. aboard the *Coronado*. He was born in Honduras. Brother Navarro, who was a member of the steward department, most recently worked on the *Cape Vincent*.

**HAFFORD RIVERS**, 65, launched his NMU career in 1964 in Tampa, Fla. Brother



Rivers worked in all three departments, most recently sailing aboard the *Marine Texan*. Brother Rivers was born in the Cayman Islands.

*In addition to the individuals listed above, the following NMU pensioner retired on the date indicated.*

NAME	AGE	EDP
Roxas, Frank	73	4/1/2006

*Reprinted from past issues of the Seafarers LOG.*

**1939**  
Mobile, Ala., Sept. 11—The American freighter *Wacosta*, owned by the Waterman Steamship Co., was stopped off the coast of Ireland last Saturday by a German submarine, and was detained for three hours. The captain of the vessel, G. Self, radioed the Waterman office that his ship had been boarded by a guard from the submarine, who searched her for contraband cargo, and examined her papers.

The *Wacosta*, with accommodations for about eight passengers, was bound from Glasgow to New York, with an undetermined number of passengers aboard. After determining that the *Wacosta* carried no contraband, the submarine's commander allowed her to proceed. Captain Self reported that the submarine's commander had informed him that he had orders to fire on any vessel that refused to halt for a search, regardless of nationality.

**1956**  
A vigorous SIU protest on proposals to use foreign-flag tankers in the domestic trades has drawn a prompt denial from the Maritime Administration of any such intention. However, Maritime Administrator Clarence G. Morse left the door open to such an operation in the case of a "critical tanker situation." Instead of considering an invasion of the domestic trades, the SIU wire demanded that runaway-flag tankers be brought back under the American flag if necessary to fill domestic tanker needs. The SIU took action after a story in the *New York Times* implied such a

course is being considered by the administration. A *Times* correspondent, writing of State Department plans to deal with the Suez crisis, said such a move might be taken by executive order if the canal was closed.

**1969**  
Once again the quick and heroic action taken by Seafarers in an emergency has been credited with saving not only their own lives and the lives of their shipmates, but the vessel on which they sailed when the SIU-contracted *Buckeye Victory* came under Viet Cong attack recently. The *Buckeye Victory* had sailed from Sunny Point, North Carolina with a full cargo of live ammunition bound for South Vietnam....

While proceeding up the Saigon River, the *Buckeye Victory* was attacked by Viet Cong rocket and machine gun fire. During this first brush with the enemy, the vessel managed to maneuver out of harm's way, received no hits, and continued on its course. Less than an hour later, however, she came under another barrage of machine gun and rocket fire. This time the enemy's aim was better. Between 30 and 40 machine gun bullets ripped into the superstructure of the vessel and two rocket shells found their target. One hit on the port side near the bow. The other went through the No. 2 hatch starting a fire in the hold where 105 howitzer shells and other munitions were stored....

ABs James Thomas and Tom Danzy were immediately joined by Bosun Lewis Arena and the three Seafarers, with complete disregard for their own safety, successfully extinguished the fire before it could spread. The entire crew escaped injury.

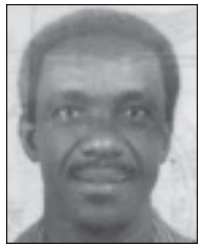
## THIS MONTH IN SIU HISTORY



# Final Departures

## DEEP SEA

### JASPER ANDERSON



Pensioner Jasper Anderson, 86, passed away Nov. 13. Brother Anderson became an SIU member in 1951 in the port of New York. He first sailed aboard the *Cedar Rapid* in the steward department. Brother Anderson was born in Panama. Prior to his retirement in 1984, he shipped on the *San Juan*. Brother Anderson made his home in New York.

### ERNESTO AVILA



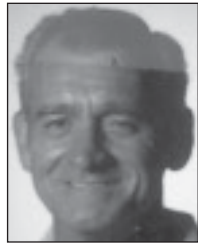
Pensioner Ernesto Avila, 71, died Jan. 7. Brother Avila joined the Seafarers in 1973 and first worked on the *OMI Sacramento*. He was a member of the steward department. Brother Avila's last voyage was aboard the *Endurance*. He went on pension in 1999 and called Hawthorne, Calif. home.

### DEWEY BELL



Pensioner Dewey Bell, 77, passed away Nov. 13. Brother Bell launched his SIU career in 1956. The deck department member first sailed on the *Lucille Bloomfield*. Brother Bell last worked aboard the *Ultramax*. He was a resident of Century, Fla. and began collecting his retirement pay in 1991.

### WILLIE DILLON



Pensioner Willie Dillon, 73, died Jan. 6. Brother Dillon started shipping with the union in 1977. His first voyage was on an Interocean American Shipping vessel. Brother Dillon was born in Virginia and worked in the deck department. He retired in 1997 and lived in Florida. Brother Dillon last worked aboard the *Ambassador*.

### KENNETH DOUGLAS



Pensioner Kenneth Douglas, 79, passed away Jan. 24. Brother Douglas joined the SIU ranks in 1955 in Seattle, Wash. He first sailed aboard a Waterman Steamship Corporation vessel in the deck department. Brother Douglas last worked on the *Developer*. He was a resident of Denver and began receiving his pension in 1994.

### WILTZ FONTENOT



Pensioner Wiltz Fontenot, 78, died Nov. 8. Brother Fontenot embarked on his seafaring career in 1952. He began sailing in the deck

department of an Interocean American Shipping vessel. Brother Fontenot, who was born in Louisiana, last worked aboard the *Horizon Consumer*. He became a pensioner in 1988. Brother Fontenot continued to live in his native state.

### KARL HAGSTROM



Pensioner Karl Hagstrom, 91, passed away Jan. 26. Brother Hagstrom joined the SIU in 1943 in the port of New York. His first voyage was aboard a Sinclair Oil Corporation vessel. Brother Hagstrom, who was born in Sweden, worked in the deck department. Before retiring in 1980, he shipped on a CSX Lines vessel. Brother Hagstrom made his home in San Francisco.

### HARRY HENDERSON

Brother Harry Henderson, 62, died Jan. 16. Born in Louisiana, he joined the union in 1964 in New Orleans. His first ship was the *Steel Direct*; his last was the *Horizon Mayaguez*. Brother Henderson was a member of the engine department. He called Marrero, La. home.

### JAMES HOLLEN



Pensioner James Hollen, 82, passed away Nov. 3. Brother Hollen began sailing with the SIU in 1951, initially aboard an Alcoa Steamship Company vessel. His last voyage was on a Cove Shipping vessel. Brother Hollen lived in Houston. The steward department member went on pension in 1988.

### JOHN JACKSON



Pensioner John Jackson, 68, died Nov. 6. A native of Texas, he began his seafaring career in 1972 in Puerto Rico. Brother Jackson was a member of the steward department. He first sailed on the *William T. Steel*. Brother Jackson's last trip to sea was aboard the *Manukai*. He retired in 2002 and made his home in Oakland, Calif.

### LUCIAN JOHNS

Pensioner Lucian Johns, 82, passed away Jan. 18. Brother Johns became an SIU member in 1968, initially sailing on the *Tucson*. The engine department member was born in Florida. Brother Johns last worked aboard the *USNS Bowditch*. The Jacksonville, Fla. resident started receiving his pension in 1988.

### NARCH KRZYWDA



Pensioner Narch Krzywda, 83, died Dec. 1. Brother Krzywda joined the union in 1949. He worked in the deck department in both the inland and deep sea divisions. Brother Krzywda's first ship was the *Del Rio*; his last was the *TransHawaii*. He was a native of Ohio but called Iola, Wis. home. Brother Krzywda began his retirement in 1987.

## JOHNNY PARK



Pensioner Johnny Park, 73, passed away Jan. 9. Brother Park began sailing with the Marine Cooks & Stewards (MC&S) in 1969 in the port of San Francisco. He worked primarily on vessels operated by Matson Navigation, including the *Maunalei* and the *Manukai*. Brother Park was a member of the steward department. He was born in Hawaii and made his home there. Brother Park went on pension in 1998.

### JOSEPH PITETTA



Pensioner Joseph Pitetta, 76, died Jan. 30. Born in Brooklyn, N.Y., Brother Pitetta joined the SIU in 1953. He first shipped in the steward department aboard a Pennsylvania Hide Company vessel. Prior to his retirement in 1993, Brother Pitetta worked on the *Brooks Range*. He called Las Vegas home.

## INLAND

### HERBERT WILLIAMS



Pensioner Herbert Williams, 78, passed away Jan. 14. Boatman Williams embarked on his seafaring career in 1957. He sailed primarily on vessels operated by C.G. Willis Inc. Boatman Williams started collecting his pension in 1989. He lived in Swan Quarter, N.C.

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

### DAVID AUTRY



Pensioner David Autry, 76, died Jan. 3. Brother Autry joined the NMU in 1947, initially shipping from Chicago. The Michigan-born mariner worked in the deck department. Brother Autry's first ship was the *Powell Stackhouse*. His last trip to sea was on the *Santa Lucia*. Brother Autry began receiving compensation for his retirement in 1972.

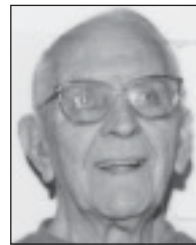
### MICHELE CASTIGLIONE



Pensioner Michele Castiglione, 76, passed away Jan. 11. Born in Italy, Brother Castiglione joined the NMU in 1964 in the port of New York. He first sailed on the *Independence* as a member of the steward department. His last voyage was aboard the *Gulf Knight*. Brother Castiglione went on pension in 1987.

### MORRIS FLOURNOY

Pensioner Morris Flournoy, 82, died



Jan. 23. Brother Flournoy became an NMU member in 1957, initially shipping from the port of Norfolk, Va. Born in Charleston, W.Va., his first ship was the *Brandywine*. Prior to retiring in 1985, Brother Flournoy sailed on the *Texaco Georgia*.

### LEWIS FRASIER

Pensioner Lewis Frasier, 77, passed away Jan. 14. Brother Frasier embarked on his seafaring career in 1951. He was born in Charleston, S.C. and worked in the steward department. Brother Frasier last sailed aboard the *Cape Domingo*. In 1992, he started collecting his retirement stipends.

### WILLIAM FULTZ



Pensioner William Fultz, 77, died Jan. 2. Brother Fultz joined the NMU ranks in 1945. His first voyage was aboard the *Joseph H. Nicholson*, where he sailed as a member of the deck department. Brother Fultz was born in Kentucky. His last trip to sea was on the *E.J. Stark*. Brother Fultz became a pensioner in 1966.

### ELMER GARRETT



Pensioner Elmer Garrett, 83, passed away Jan. 14. Brother Garrett was a native of Flint, Mich. The engine department member began sailing in 1945 from the port of Seattle. Brother Garrett retired in 1984; his last voyage was aboard the *Leslie Lykes*.

### WESLEY GRAY



Pensioner Wesley Gray, 98, died Jan. 30. Brother Gray started his NMU career in 1943, shipping from New York on the *William A. Richardson*. Born in South Carolina, he sailed in the steward department. Before retiring in 1966, Brother Gray worked aboard the *United States*.

### NORMAN GUSCOTT

Pensioner Norman Guscott, 77,

passed away Jan. 2. He began his career with the NMU in 1945 in New York. Brother Guscott first sailed on the *Jonathan Elmer*. The Boston native worked in the engine department. Brother Guscott went on pension in 1973.

### HERMAN HARRIS



Pensioner Herman Harris, 83, died Jan. 2. Brother Harris joined the union in 1966, shipping from the port of New York. His first ship was the *Constitution*; his last was the *Jean Lykes*. Brother Harris sailed in the engine department. He began receiving his pension in 1992.

### JOHN MALVEIRA



Pensioner John Malveira, 75, passed away Jan. 25. Brother Malveira became an NMU member in 1947 while in the port of Boston. His first trip was aboard the *Harry Bowen*. Brother Malveira worked in both the engine and deck departments during his seafaring career. He last sailed on the *Pueblo*. The Massachusetts-born mariner retired in 1968.

### JAMES RENNIE



Pensioner James Rennie, 85, died Jan. 17. Brother Rennie launched his seafaring career with the NMU in 1967. He first shipped from the port of San Francisco aboard the *Hoyt S. Vandenberg*. Brother Rennie was born in Canada. His last sea voyage was on the *American Merchant*. Brother Rennie started collecting his retirement pay in 1983.

### JOSEPH VERNON



Pensioner Joseph Vernon, 96, passed away Jan. 3. Brother Vernon joined the NMU in 1936, first sailing from the port of New York aboard the *Pan American*. The steward department member was born in New Orleans. Brother Vernon's last voyage was on the *Pioneer Isle*. He went on pension in 1972.

*Editor's Note: In addition to the individuals listed above, the following NMU members, all of whom were pensioners, passed away on the dates indicated.*

NAME	AGE	DOD	NAME	AGE	DOD
Bermudez, Ulises	73	May 26	Greene, William	87	June 22
Bozeman, Robert	83	July 22	Hernandez, Emilio	88	July 25
Bracero, Victor	83	July 28	Laurant, Van	79	July 19
Brown, Jerome	79	July 29	Laverdure, Rene	85	July 21
Cardosa, Gustavo	76	June 23	Lee, Dan	77	July 1
Coiro, Louis	80	June 30	Minor, Bobby	76	May 28
Connor, Ancel	59	July 3	Mountain, Robert	74	June 25
Cortes, Josue	78	June 7	Nixon, Lewis	83	July 16
Da Cunha, Edmundo	79	July 19	Overton, Arthur	84	June 17
De Felice, Benjamin	80	July 26	Parker, Clifford	95	June 30
Diaz, Juan	98	Apr. 25	Sayers, Lonnie	81	June 28
Dorrell, Charles	87	July 22	Serrano, Saturnino	80	July 5
Faciane, Julius	79	July 19	Thornton, Charles	71	July 12
Gomes, Sergio	72	June 28	Tirado, Miguel	66	July 25
Gonzalez, Rafael	87	July 17	Torres, Willie	90	July 4
			Wesley, Harold	69	May 24



# 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.

**ATLANTIC** (Maersk Line Limited), July 6—Chairman **Paul Dornes**, Secretary **Donald J. Williams**, Educational Director **Joseph A. Letang**, Deck Delegate **Carey J. Hatch**, Engine Delegate **Moses Mickens Jr.** Chairman announced payoff July 9 in Charleston, S.C. Educational director urged all crew members to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestion made to increase pension benefit. Vote of thanks given to electrician and steward department.

**COMET** (Maersk Line Limited), July 9—Chairman **Samuel H. Lampshire**, Secretary **Daniel Q. Payne**, Educational Director **Daniel L. Borden**, Steward Delegate **Saleh M. Saleh**. Chairman announced payoff July 11 in Long Beach, Calif. ABs were asked to stay aboard vessel for lowering of lifeboats during inspection. Educational director encouraged mariners to take advantage of educational opportunities available at Piney Point school. Disputed OT reported in all departments. Seafarers asked for fans and small heaters for crew rooms along with a radio for crew lounge. Questions raised about medical insurance coverage. Clarification requested on contract. Thanks given to steward department for job well done. Next port: Los Angeles, Calif.

**COMMITMENT** (Maersk Line Limited), July 7—Chairman **Edward J. O'Conner Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Edwin Ortega**. Bosun announced July 9 payoff in Newark, N.J.; patrolman expected to come on board. He asked crew to return movies to proper location, sort trash into separate bins and help keep areas clean. Secretary thanked crew members for assisting with deck cleaning. She also suggested starting a movie fund to purchase DVDs. Educational director stated that, due to rough seas, crew should make sure doors in tunnel are dogged since some do not have latches. No beefs or disputed OT reported. Recommendation made regarding pension benefits and offering more classes for QMEDs at the Paul Hall Center. Four new mattresses have been ordered. Crew would like new recliners in crew lounge. Next ports: Elizabeth, N.J.; Charleston, S.C.; Houston.

**CONSTELLATION** (Maersk Line Limited), July 3—Chairman **Eddie E. Hall**, Secretary **William P. McGee**, Educational Director **Richard A. Huffman**. Educational director urged mariners to upgrade seafaring skills at every opportunity at the SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Motion made to drop retirement age to 55 and increase monthly entitlement. Request made for a larger ice

machine and new VCR. Members also requested satellite TV and computer for crew e-mail as well as increased billets. Steward department given vote of thanks for outstanding meals, especially the barbecues. Next port: Houston.

**C.P. NAVIGATOR** (Marine Transport Lines), July 9—Chairman **Clarence Bynes Jr.**, Secretary **Clyde D. Thompson**, Educational Director **Leander Collins**, Deck Delegate **Edmond Francois**, Steward Delegate **Kenneth W. Caffey Jr.** Crew members requested information regarding new contract and status of annuity fund. Inspection of rooms requested before members are paid off to be sure rooms are clean for next person.

**DILIGENCE** (Maritans), July 2—Chairman **John R. Nichols**, Secretary **Mary L. Smith**, Educational Director **Arthur K. Outlaw**, Engine Delegate **Patrick D. Carroll Jr.**, Steward Delegate **Eduardo R. Elemento**. Secretary thanked crew members for helping keep house clean. Educational director asked all Seafarers to check expiration dates on MMDs and other documents. No beefs or disputed OT reported. Suggestions made concerning retirement benefits. Next port: El Segundo, Calif.

**GLOBAL SENTINEL** (Transoceanic Cable Ship), July 19—Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir G. Tkachev**. Chairman asked crew members to inform their supervisor if they find the washer or dryer is not working properly. New parts are available aboard ship, and it will be a priority to fix them. He noted shipyard period Aug. 15-16. Boarding patrolman highlighted some of changes in the new contract. Educational director advised everyone to upgrade at Piney Point school. Treasurer stated \$4,036 in ship's fund; \$400 was used for fresh salmon and steamers, and \$500 was given to family of deceased bosun on *Tyco Reliance* (and a sympathy card was circulated for crew members to sign). No beefs or disputed OT reported. Crew was reminded that everyone is responsible for helping keep laundry room clean and for using paper plates when taking food to rooms. A vote of thanks was given to the steward department for an excellent job and for the two delicious cookouts.

**HORIZON RELIANCE** (Horizon Lines), July 2—Chairman **Weldon J. Heblich**, Secretary **Thomas M. Wybo**, Educational Director **Jeff Morris**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Abdulla M. Baabbad**. Chairman reported smooth sailing with no injuries. He informed crew the contract would be extended until Aug. 31 and asked that everyone return movies to movie locker when finished.

Secretary thanked mariners for helping keep ship clean and advised them to check with union hall about special vacation forms for those completing 22-month tours. Treasurer stated \$880 in ship's fund. No beefs or disputed OT reported. Crew was asked to keep noise down in passageways while others are resting. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu.

**HORIZON TRADER** (Horizon Lines), July 9—Chairman **Loren E. Watson**, Secretary **Kevin M. Dougherty**, Educational Director **Kevin T. McCagh**, Deck Delegate **Robert G. Crooks**, Engine Delegate **M. Abdulla**, Steward Delegate **Ruben Q. Fiel**. Bosun thanked crew for safe voyage and great work. He announced July 15 payoff in Tacoma, Wash. and said he is awaiting news on new contract. Educational director noted new classes available at Paul Hall Center for engine department members. Treasurer stated \$267 in ship's fund; some money was spent on barbecue supplies. No beefs or disputed OT reported. Communication from headquarters was read and discussed. Suggestion made to look into the possibility of getting satellite TV for ship. Information requested on pension benefits. Seafarers expressed appreciation for 4<sup>th</sup> of July cookout. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

**ITB JACKSONVILLE** (USS Transport), July 20—Chairman **Homar L. McField**, Secretary **Peter L. Crum**, Educational Director **Stanley M. Sporna**, Deck Delegate **Phillip A. Morris**, Engine Delegate **Jose A. Bermudez**, Steward Delegate **Anthony L. Rutland**. Chairman reported smooth voyage. Educational director requested clarification of rates for "air-stripping" of tanks. No beefs or disputed OT reported. Vote taken to accept and ratify new standards agreements. Thanks given to the negotiating committee for their hard work. Next port: Fort Lauderdale, Fla.

**LIBERTY STAR** (Liberty Maritime), July 1—Chairman **Scott A. Heginbotham**, Secretary **Grant H. Armstead**, Educational Director **Marcos Hall**, Engine Delegate **Luis Sepulveda**, Steward Delegate **Julio Guity**. Chairman explained payoff procedure and distributed union forms. He also discussed importance of attending union meetings and filling out repair lists. Educational director urged mariners to take advantage of Piney Point facilities. Treasurer stated \$1,500 in ship's fund before purchase of Bowflex machine; \$378 remains. No beefs or disputed OT reported. Crew requested new washing machine. Next port: Houston.

**LIBERTY SUN** (Liberty Maritime), July 9—Chairman **Frank P. Sena**, Secretary **Ronald J. Davis**, Educational Director **Edgar G. Pacaña**, Deck Delegate **Kermit Q. Bengtson**, Engine Delegate **Pablo C. Rochez**. Secretary asked members departing ship to make sure room is clean and key is left with captain. Educational director encouraged Seafarers to "give yourselves a raise" by upgrading at school in Piney Point, Md. No beefs or disputed OT reported. Everyone was given vote of thanks for good job in shipyard.

**MAERSK VIRGINIA** (Maersk Line Limited), July 2—Chairman

**Kadir P. Amat**, Secretary **Douglas A. Hundshamer**, Educational Director **Randy D. Clark**, Deck Delegate **Roberto Flores**, Engine Delegate **Apolinario Calacal**, Steward Delegate **Alaa A. Embaby**. Bosun thanked all departments for working well together to keep ship clean. He urged all members to read the president's report in *LOG* and discussed letter received from VP Contracts George Tricker in reference to changing medical plan from "G" to "Core Plus." The change has been approved, and educational director explained its benefits. No beefs or disputed OT

Treasurer stated \$817 in ship's fund. No beefs or disputed OT reported. Steward department to host belated 4<sup>th</sup> of July barbecue on July 8 in Guam.

**USNS RICHARD G. MATTHIEN** (Ocean Ships Inc.) July 11—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Kelly L. Mayo**, Deck Delegate **Joseph L. Williams Sr.**, Engine Delegate **Tracy L. Hanson**, Steward Delegate **Thomas K. Gingerich**. Chairman explained to new crew members the 4 percent bonus on daily wages for

## Happy Birthday, Bowditch



On July 19, 2006, the *USNS Bowditch* (T-AGS 62) celebrated its tenth birthday in Sasebo, Japan. The ship was delivered July 19, 1996 by Halter Marine in Moss Point, MS and has always been under an SIU contract. Currently operated by SIU-contracted Horizon Lines, the vessel and its sister ships are involved in oceanographic research for the U.S. Navy. On board for the celebration were (from the left) GVA Isaka Koanda, Chief Steward Elston Yu-Mateo, Bosun Steve Herring, GVA Juan Oliva and OS Hussen Mohamed. The cake (inset) was not only beautifully decorated, it was also delicious.

reported. TV wall mounts to be purchased in Charleston, S.C. for smaller rooms. Vote of thanks given to steward department for great meals every day. Next ports: Charleston; Norfolk, Va.; Newark, N.J.

**METEOR** (Maersk Line Limited), July 2—Chairman **Stephen R. Kastel**, Secretary **Douglas Swets**, Deck Delegate **James Taranto**, Engine Delegate **Steven L. Rollins**, Steward Delegate **Enrique A. Garrido**. Chairman announced July 3 payoff on arrival in Los Angeles. He thanked crew for keeping ship clean, having dues paid up and supporting SPAD. Educational director advised all Seafarers to upgrade skills at SIU-affiliated school in Piney Point, Md. and keep documents up to date. No beefs or disputed OT reported. Steward department given vote of thanks for keeping morale up with great meals during voyage. Next port: Los Angeles.

**USNS 1<sup>ST</sup> LT. JACK LUMMUS** (American Overseas Marine), July 6—Chairman **William L. Bratton**, Secretary **Gregory N. Williams**, Educational Director **Michael S. Rueter**, Deck Delegate **Peter A. Tusa Jr.**, Engine Delegate **Donald W. Lumpkins**, Steward Delegate **Evelyn C. Tayag**. Chairman announced crew change to take place in Saipan July 20. He informed crew members that two rooms would be available for storage when ship goes into yard in September. Secretary reminded everyone to make sure union has current address information and updated beneficiary. Educational director stressed importance of upgrading at Paul Hall Center.

completing tour of duty without injuries or illness. He informed crew that MSD-27 will debark ship upon arrival in Rota, Spain. Secretary recapped importance of renewing MMDs early and informed crew that they will be able to get letter from company that could expedite the process. He thanked crew for helping take on 90-day stores for trip to Greenland. Educational director stated there was no word yet on new ID cards mandated by Maritime Transportation Security Act of 2002. He reminded crew to keep in mind that they may need to have this in the future, along with MMDs, to ship out. Treasurer stated \$97 in ship's fund. No beefs or disputed OT reported. Clarification requested on payment for extra meals for on board military security. Crew members asked to keep noise down in passageways while others are trying to sleep. Steward department was thanked for excellent job. Next port: Greenland.

**USNS SISLER** (Maersk Line Limited), July 12—Chairman **Eddie L. Thomas Sr.**, Secretary **Walter J. Matt**, Educational Director **Timothy A. Chestnut**, Engine Delegate **Pati F. Taototo**, Steward Delegate **Teresito O. Reyes**. Educational director encouraged mariners to make sure all required documents are kept current and to upgrade at Paul Hall Center. Treasurer stated \$80 in ship's fund. Captain also is holding additional funds from the safety award. Discussion was held on how funds should be spent. No beefs or disputed OT reported. Next port: Suda Bay, Crete.



## Rallying in New Orleans



SIU members joined fellow trade unionists and representatives from community organizations May 2 in New Orleans for a rally calling attention to workers' rights. Some of the SIU participants are pictured above and at left. In promoting the demonstration, the Greater New Orleans AFL-CIO urged the city and federal governments "to set standards for how workers should be treated as we rebuild. Together, we will call for the creation of a workers' rights commission and demand that New Orleans raise the bar for workers' rights."

## The Slop Chest



### A Venerable Maritime Tradition

Trading and pillaging, the Vikings returned with their slop chests filled with goods - but they had to put their lives on the line to get them. Today, Seafarers can go on line without risk for high-quality, USA/union-made goods. Please visit the "Slop Chest" on line store at [www.siu-store.com](http://www.siu-store.com). Shoppers also may access the store via the main SIU web site, [www.seafarers.org](http://www.seafarers.org).

## Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union  
Address Correction Dept.  
5201 Auth Way  
Camp Springs, MD 20746

or e-mail corrections to [kclements@seafarers.org](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM (Please Print)

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

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

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

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

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

*This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally.* 9/06

## Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for September through the end of 2006. 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	October 2	October 27
	November 13	December 8
Lifeboatman/Water Survival	September 18	September 29
	October 30	November 10

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Sept. 4, 2006.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	September 11	October 6
	November 13	December 8
FOWT	September 11	November 3
Marine Electrician	October 23	December 15
Welding	September 11	September 29
	October 9	October 27

### Safety Specialty Courses

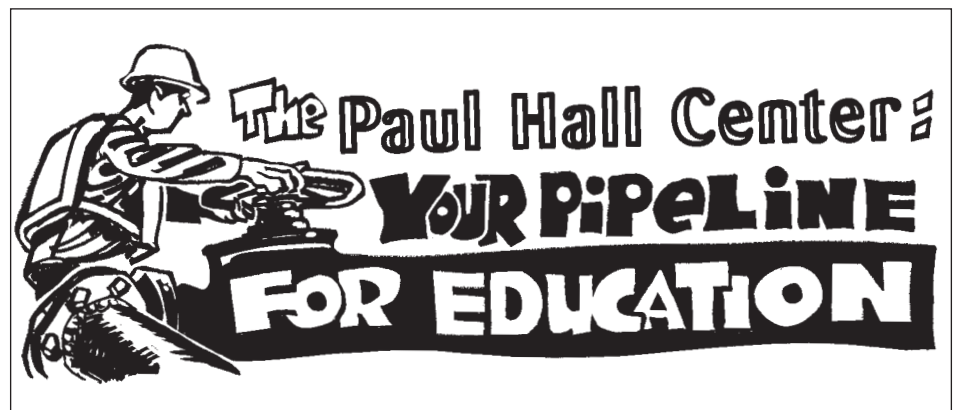
Course	Start Date	Date of Completion
Advanced Fire Fighting* (one week) <i>(*must have basic fire fighting)</i>	September 25	September 29
Basic Safety Training - AB	September 25	September 29
	November 6	November 10
Basic Safety Training - FOWT	September 18	September 22
	November 13	November 17
Government Vessels - FOWT	September 11	September 15
	September 18	September 22
Tankerman Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	September 18	September 29
	November 27	December 8
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	October 16	October 20

### Recertification

Bosun	October 9	November 6
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### 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.



## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

COURSE	BEGIN DATE	END DATE

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

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

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

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

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

The Seafarers Harry 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.

9/06



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 676** — Graduating from the water survival course are unlicensed apprentices from class 676. They are (in alphabetical order) Jamar Allen, Richard Bodden, Randall Brown, Jeffrey Gronotte Jr., Mark Hoffer, Dewayne Jacobs, Reginald Miller, Robert Morrison, Mateusz Muller, Antonio Owens, David Ruggirello, Daniel Sands, Sally Santiago, Johnny Starnes, Scott Stilwell and Dominic Washington.



**AB** — Receiving certificates for completion of the AB class ending Aug. 4 are (in alphabetical order) Ken Ada, Anthony Anderson, David Barber, Bruce Brown, Christopher Cain, David Carson, Isaac Garrido, Justin Huggins, Travis Kirkland, Steven Lonas, Norman Lucas II, Michael Merrell Jr., Fernando Mesa, Chris Nagle, Quentin Scott, Richard Venair and Martin Weller. Their instructor, Bernabe Pelington, is at far right.



**Chief Cook** — Under the guidance of Instructor/Chef John Dobson (left) are students who completed the course for chief cooks in August. From the left are Orlando Suazo, Ron Poole, Ilaria Amaya, Ray Lackland and Kim Kalua.

## Fast Rescue Boat

— July 22 graduates of the fast rescue boat course include (in alphabetical order) Denis Dubio, Gregory Greene, Jorge Nuñez, Andrew Packer, Henry Peterson, Cle Popperwill, Jennifer Souci and Glenn Staub. Their instructor, Stan Beck, is at far right.



**Welding** — Graduation certificates for completion of the welding course were given Aug. 4 to (in no specific order) Matthew Whitmore, Randy Louque, Bryan Dawson, Bruce Zarobell, Carlos Llanos, James Hall, Rogelio Thompson, Joel Fahselt and Jean Pierre Koublanou. Their instructor, Buzzy Andrews, is in the back (center).



**GMDSS** — July 28 graduates of the GMDSS course are (in no specific order) Thomas Rostan, Kenneth Lattin and Dick Haugh. Their instructor, Russell Levin, is at far left.

## Computer Lab Classes



Left: Holding a certificate of achievement for a course completed July 13 in the computer lab at the Paul Hall Center is Helida Lorenzo. Her instructor, Rick Prucha, stands beside her.

Right: With instructor Rick Prucha (back row) are students who completed their computer courses July 14. They are (from left, front row) Beverly Stevens, Michael Bates Sr., Keith Landry, (second row) Laverne Berasis and Philip Agcaoili.





# Paul Hall Center Classes



**Tanker Familiarization/Assistant Cargo (DL)** — Phase III unlicensed apprentices who completed this course in July are (in no specific order) Harlan Alonzo, Marion Paul Cruzat, Mervin Cruzat, James Jones, Michael Donovan, Michael Sanders, Derrick Norfleet, Wilbur Torres, Kevin Wimbley, José Nieves, Kevin Robinson, Ceresa Moreno, Robert Vayko, Darren Taylor and Furman Watson.



**Tanker Familiarization/Assistant Cargo (DL)** — Another group of Phase III unlicensed apprentices who completed this course in July are (in no specific order) Scott Stilwell, Ronald Sease, David Ruggirello, Christopher Curran, Benjamin Mullis, Billie Marshall, Marvin Hearmon, Jack Hill, Antonio Owens, Darnell Goggins, Carmelo Collazo, Daron Tinney, Carnelius Taylor, Zachary Clayton, Richard Bodden, Reginald Miller, Scott Smith, John Starnes, Matthew Green and Kenneth Thompson.



**Government Vessels** — Phase III unlicensed apprentices completing the government vessels course Aug. 11 include (in no specific order) James Gregory, Quentin Scott, Chris Nagle, Bruce Brown, James Bryant Jr., Maria Garcia, Rodolfo De La Cruz, John Cator, Justin Huggins, Martin Weller, Norman Hook, Fernando Mesa, David Carson and Richard Venair.

## Advanced Fire Fighting

— Graduating Aug. 11 from the advanced fire fighting course are (in no specific order) Bryan Maddox, Geoffrey Denesse, Terence Newman, Antonio Libo-on, Larry Pascua, Victor Nunez, Gerry Davis, Brad Hall, William Forrest and Joseph Thomas. Their instructor, Tom Cessna, is at far left (standing).



**STCW** — NCL, Aug. 10: Connie Adejado, Carmen Armstrong, Charles Baer, Charles Beckerman, Lindsey Brown, Carl Bryant, Felicia Burnham, Andrew Burns, Alex Byrne, Joshua Calonge, Lilah Carino, Monica Carnero, Jonathan Carpenter Perez, Osiris Carpenter Perez, Catherine Chapman, Ashley Clark, Clarence Clark, Lorchonda Clayborn, Lori Cooper, Angelica Cortes Villanueva, Alberto Cotes, Luis Crosdale and Ada Cruz.



**STCW** — NCL, Aug. 10: Elizabeth Breakey, William Brooks, Maria Garcia Lagdameo, Encarnacion Otero, Ryan Strimboulis, Daniel Tafoya, Candee Tobin, Pierre Van Dorp, Brandi Vanderlaan, Francis Villalba Felicano, Vearlyn Wheeler, Laura White, John Williams, Ronald Worthington, Demonte Boone, Paul Ghisoi, David Guthrie, Misty Tate, Kiki Warnke and SIU members Guy Butler, Samuel Cadler, Louis Gilbert, James McLeod and Brian McShan.



**STCW** — NCL, July 5: Eugene Gagnon Jr., David Garcia, Virginia Gwaltney, Leah Hannah, David Harris, Chandra Hedges, Mima Hewston, Jeremiah Hobart, Ryan Hogan, William Jackson IV, Charles Janovich, Travis Jensen, Curtis Jones, Rayon Jones, Jerome Kashmar, Erica Kenney, Trevon King, Erica Kozel, Leonard Langhorne, Lisa Larsen, Jonilyn Malia, Alan Martin, Jacob Martinez, Tiara Matthews and Jordan McFall.



**STCW** — NCL, Aug. 10: Khanh Dang, Rose Marie Danner, Paige Dewing, James Dowdy, Deborah Downs, Tammie Elms, Hyon Fielding, Kyle Fisher, Aaron Flake, Douglas Friedman, Ashley Gartner, Kimberly Gilbert, Joel Gilham, Rafael Gongora, Michael Hall, Heather Harrison, Ansley Haynes, Hayrabad Hayrabyan, Ryan Hecht, Dan Henry, Victor Hernandez and Nia John.





The

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# Seafarers Log

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



SIU Assists in 'Operation Support'

## Journey of the Pretzels

# Cape Kennedy Completes 'Special' Mission



**A truck filled with 72,672 bags of Bachman's pretzels arrives March 8 at the dock in Norfolk, Va. to be loaded onto the SIU-crewed Cape Kennedy.**

Beaumont, Texas and Norfolk, Va., where the usual inventory of containers and rolling stock was loaded on board for the U.S. Army 4<sup>th</sup> Infantry Division.

There was, however, one additional cargo to be loaded—36 pallets of assorted pretzels. Thirty-six pallets is the equivalent of 13,515 pounds or 25 skids or 72,672 bags of the twisted snacks.

It all began in the fall of 2004 when a Berks County, Pa. restaurateur (and Korean War vet), John A. Ulrich ("Big John") met an Army reservist on a two-week leave from Iraq. When Big John asked the major if there was something the local community could do to help support those serving our country, his answer was "Pretzels! The 'locals' miss pretzels."



**The Cape Kennedy lowers its stern ramp.**



**With the stern ramp lowered, the truck enters the Cape Kennedy to discharge its cargo of pretzels.**

children responded to Big John's fundraising request. The Bachman Company, a privately held snack food manufacturer with plants in Reading and Ephrata, Penn. also joined in, offering to provide a free case for every case that Big John purchased at the "rock bottom price."

Because of the difficulty in sending goods to the military without a contract, the initial shipment in 2004 went via the USO and did not go to Iraq but was scattered around the globe. The latest effort, however, went directly to the Middle East through the coordinated efforts of the employ-



**The Cape Kennedy's chief mate unloads a pallet of pretzels from the truck onto the ship.**

The SIU-crewed *Cape Kennedy* has made numerous trips in the past to the Middle East in support of Operation Iraqi Freedom, but just back from supporting hurricane recovery efforts in its home port of New Orleans, it received an activation notice Feb. 20, 2006 for a new mission. Another trip to the Middle East—nothing out of the ordinary.

The vessel, which is managed by Keystone Shipping Co., took on bunkers in New Orleans and then proceeded to

ees from Bachman (which produces about 6,000 pounds of pretzels every hour), Keystone Shipping, the Maritime Administration and the officers and crew of the *Cape Kennedy* under Capt. John Hasson and Chief Engineers Garrett Kearby and Chris O'Sullivan.

The pretzel journey began March 7 when the boxes filled with Bachman twists and minis were forklifted onto a truck bound for the *Cape Kennedy*, where they were unloaded the next day. The ship pulled away from the pier in Norfolk on the morning of March 9 and transited the Suez Canal on March 24. On April 6, the vessel prepared to unload its cargo—including the pretzels—in the port of Ash Shuaybah, Kuwait. Arrangements were then made through the military's Morale, Welfare and Recreation personnel to get them north to Iraq by convoy within a few days.

As Captain Hasson noted, "We will always be glad to have done our small part in this 'operation.' It is important to let our good men and women, who serve for us, know that we are thinking of them. They are in some tough circumstances so far from home, but for a moment, they will know we are thinking and praying for them."

The 16 SIU members aboard the ship for "Operation Support" were Bosun **Donald Byrd**; AB **Gerry Davis**, **Lloyd Lindsey**, **Michael White**, **Joe Traywick**, **Jerrald Belcaries**; GVA **Leandro Cacho**; Electrician **Tran Luu**, Oilers **Jerome Culbreth Jr.**, **Curtis Tobey**, **Enrique Bodden**, Wiper **Joseph Shepard**; Steward **Eddie Taylor**, Cook **Roberto Martinez**; and GSUs **Aquilino Fernandez** and **Kareem Worthy**.



**The Cape Kennedy transits the Suez Canal March 24 with its cargo of military equipment—and assorted pretzels.**



**One of the 25 skids of pretzels is inspected on board the vessel April 6 upon arrival in the port of Ash Shuaybah, Kuwait.**

Thanks to T.J. O'Connor, fleet safety & environmental coordinator at Keystone Shipping Co. for sending the LOG the photos that appear on this page.

**Bachman pretzels from "Operation Support" begin to roll off the Cape Kennedy onto the dock in the Kuwaiti port. From there, they will be trucked to Iraq by convoy.**



**Lt. Col. Bunch of the U.S. Army (right) came from Iraq to the vessel to accept the pretzels (under armed guard) from Capt. Hasson (center).**



**Some of the first soldiers receive their pretzels, and the smiles on their faces show the entire effort was greatly appreciated.**