



The

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Seafarers Log

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Have A Safe & Happy



Holiday Season

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President's Report

The Future is on Our Radar Screen

With Election Day behind us, I extend to all active and retired Seafarers and their families a most sincere congratulations and thank you for your efforts supporting organized labor's unprecedented nationwide mobilization to back the candidates who support America's working families. From the White House to state houses your work to get out the vote was successful, as many pro-worker, pro-maritime candidates were elected. The elections were tremendously important to our SIU family.

But this was just the beginning. Ahead, all of us need to continue educating our elected leaders on the importance of maintaining and strengthening the Jones Act, the Maritime Security Program, cargo preference and other programs important to our nation and its economy. We will deliver the message that our industry, including greater use of our shipyards and marine highways, can help rebuild the U.S. economy.

Also on the horizon, if not closer, are potential expansion of offshore drilling and an increase in the use of liquefied gas, including LNG. Here again, these components of the energy industry may prove vital not only to the overall economy but to the American-flag fleet.

While maritime is always our first priority, it's not the only thing on our radar screen. For the last few years, organized labor's top legislative goal has been enactment of the Employee Free Choice Act (EFCA). I know Seafarers are familiar with this important legislation because during the past several months, you helped the AFL-CIO achieve its goal of collecting one million signatures in support of the bill. In fact, one of the people coordinating the federation's "million-member mobilization" for the EFCA recently praised the SIU for contributing a significant number of signatures. Once again, I extend my appreciation for your efforts. And I should mention that the signature drive isn't over, so if you haven't already done so, please add your name to the long list of EFCA supporters. (More information is available on our web site and at the union halls.)

This is going to be a red-hot topic in the months ahead. For those unfamiliar with the legislation, the EFCA would restore some balance to the system of forming unions and bargaining by giving workers – not bosses – the option of deciding how they will choose whether to form a union. The legislation also creates real penalties for employers who illegally interfere with organizing efforts and sets up a system to ensure that workers get a first contract once they've chosen union representation.

The EFCA passed in the House in 2007 but got stalled in the Senate. President-Elect Barack Obama, Vice President-Elect Biden and numerous members of Congress have pledged to support the bill and see it through so it becomes law. Our grassroots efforts will continue for as long as it takes.

While I have this opportunity, I want to wish all members and their families happy, safe holidays. One of the challenges of making a living at sea is that the job sometimes requires long periods away from loved ones, at times including the holiday season. The dedication required at this time of year is a credit to all Seafarers and is not taken for granted. My very best to each of you.

Finally, I ask that you keep our troops around the world – and the Seafarers actively supporting them in Operations Enduring Freedom, Iraqi Freedom and elsewhere – in your thoughts and prayers. May they all enjoy successful missions and return home safe and sound.



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NY Port Council Salutes 3



The Maritime Trades Department's Maritime Port Council of Greater New York and Vicinity, AFL-CIO, recently honored three individuals during the organization's annual awards dinner. This year's honorees were U.S. Rep. Elijah Cummings (D-Md.), SIU of Canada President Roman Galewicz and Keystone Shipping Company Executive VP Philip W.J. Fisher. Cummings could not attend the Oct. 4 event in New York because of urgent work back on Capitol Hill. Pictured in the group photo (from left) are Galewicz; his wife, Elaine; Suzanne Fisher; and Phil Fisher. In the two photos at the top of the page, Fisher (left) and Galewicz address the attendees. Cummings received the port council's Government Man of the Year Award. Galewicz was presented with the Paul Hall Award of Merit (an honor named in memory of the late Paul Hall, an outstanding past president of the SIU). Fisher received the Herb Brand Memorial Man of the Year Award (named after the late Herb Brand, a long-time advocate of the U.S. Merchant Marine who worked in various capacities with the SIU and later served as president of the Transportation Institute).

Maritime Labor Mourns AMO's Ed Kelly

The SIU joins its affiliated American Maritime Officers in mourning the death of Edward V. Kelly, AMO vice president at large. Kelly passed away Nov. 16 at his home in Bethesda, Md., after a long illness. He was 75.

Besides doing outstanding work specifically on behalf the AMO, Kelly was a respected and well-known presence when it came to promoting American maritime labor in general. Based in Washington, D.C., he often represented the AMO in interactions with (among others) the U.S. Coast Guard, Department of Homeland Security, Military Sealift Command, U.S. Transportation Command, Maritime Administration, National Defense Transportation Association, Navy League of the United States, AFL-



AMO VP at Large Ed Kelly
1933-2008

CIO and the federation's Maritime Trades Department.

"Ed Kelly was a familiar figure to many in the federal government for many years," said AMO National President Tom Bethel. "He knew the regulatory agencies like few others, and he earned the friendship and respect of four-star

Navy admirals and top-tier defense logistics planners. But Ed was most proud of his association with the licensed civilian American merchant mariners he represented so well as an AMO official."

Kelly, a U.S. Navy veteran and a graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y., is survived by his wife, Barbara S. Kelly; daughters Barbara Ann Kelly Myers and Megan Kelly Ambrosi; two brothers, two sisters and eight grandchildren.

Interment took place last month at Arlington National Cemetery.

The AMO is affiliated with the SIU through the Seafarers International Union of North America.

Union Support Proves Vital on Election Day

Seafarers Across Nation Rally for Pro-Maritime Ticket of Obama-Biden

Headlined by the historic election of Sen. Barack Obama (D-Ill.) as president, Election Day proved to be a great success for American's working families.

Union households played crucial roles in electing Sen. Obama and running mate Sen. Joe Biden (D-Del.) along with many other pro-worker candidates. Seafarers from coast to coast did their part in the weeks leading up to Nov. 4, voluntarily participating in numerous grassroots efforts to demonstrate support and help get out the vote. The union itself also went all-out in backing the Obama-Biden ticket, issuing a powerful endorsement in mid-August and following up with membership outreach that included unique, colorful campaign signs and stickers. (See related coverage on pages 2, 11-14.)

According to the AFL-CIO (the national federation of trade unions to which the SIU is affiliated), post-election polling clearly showed that union voters delivered a critical bloc of support in swing states that helped propel Obama and other working-family candidates to victories. High turnout among working-class union voters in states like Ohio, Pennsylvania and Michigan formed a foundation of support for Obama. In new battleground states like Colorado, Virginia, North Carolina and Florida, AFL-CIO President John Sweeney said the federation mounted a bigger effort than ever before, voting by large margins for Obama, and "joined young people and other new voters to build a new majority for economic fairness."

AFL-CIO union members across battleground states supported Obama by a whopping 68-30 margin, according to an election night survey conducted for the AFL-CIO by Peter D. Hart Research Associates.

"More than 250,000 union volunteers took to the streets in the largest independent voter mobilization in history," AFL-CIO Political Committee Chair and AFSCME President Gerald McEntee said. "People volunteered because they want a president who will fight for America's working families. In the critical battleground states, workers gave Sen. Obama the winning edge."

Calling the victory in the presidential race

and the expansion of majorities in the House and Senate a working families' mandate for broad-based economic change, AFL-CIO leaders vowed to continue the large-scale mobilization to push through broad economic reform.

"Led by a candidate with an uncommon ability to inspire hope, we reclaimed our country from those who are serving corporate interests and the privileged at the expense of everyone else," Sweeney said. "We have taken the first crucial steps to build a better future for our children and grandchildren. And what we've seen – the stunning voter participation and the common call for change – is an indication of the history we can continue to make together."

Other key findings from the election-night survey include:

■ Obama won among white men who are union members by 18 points while losing that group by 16 points in the general public;

■ Obama won among union gun owners by a 12-point margin while losing that group in the general public by 25 points;

■ Union veterans voted for Obama by a 25-point margin. He lost among that group in the general public by nine points;

■ Sixty percent of union members identified the economy and jobs as their top issue, with 84 percent saying strengthening the economy was the most important factor in their vote;

■ Union members identified protecting pensions and Social Security and reducing health care costs as the top priorities for the new administration;

■ Seventy-five percent say the new president and Congress have a mandate to strengthen the economy, create jobs, and reform health care;

■ Eighty-one percent of union members support passing the Employee Free Choice Act (legislation backed by Sen. Obama and Sen. Biden).

This year's campaign was the largest and broadest effort in AFL-CIO history, according to the federation, whose affiliated unions collectively represent 10.5 million workers. The program reached union members, members of union households, retirees and mem-

bers of Working America, the AFL-CIO's community affiliate for workers who don't have a union on the job.

In all, the AFL-CIO's program reached out to more than 13 million union voters in 24 battleground states. The AFL-CIO was engaged in 13 Senate races and 60 House contests as well as the presidential race.

More than 250,000 AFL-CIO volunteers – including SIU members, retirees, officials and employees – gave up countless evenings and weekends throughout the course of this campaign to talk to co-workers, neighbors and other union members about the stakes in this election. In the final four days of the election, the AFL-CIO's "Final Four" get-out-the-vote program reached millions of union voters in battleground states.

Over the course of the campaign, volunteers made 76 million phone calls, knocked on 14 million doors and delivered 29 million flyers at worksites. The AFL-CIO and its affiliate unions sent 57 million pieces of mail to union households this year. As a result of this effort, 84 percent of union members in battleground states said they heard from their union this election cycle.

Working America played a central role in delivering working-class union voters this election. Working America grew to 2.5 million members this year, including 800,000 members in Ohio alone. The organization ran a year-long mobilization, engaging its members – mostly working-class moderates and independents – on health care, green jobs and other issues important to working families. In the final days before the election, more than 1,000 full-time canvassers fanned out across 11 battleground states. In total, Working America knocked on 1.65 million doors to encourage members to vote and educate them on the candidates' positions on working family issues.

The 2008 effort relied heavily on sophisticated targeting designed to increase voter turnout for Obama and other working family candidates among exurban and rural voters in key states. Since identifying more than 3 million undecided voters in August, the AFL-CIO's intense communications among swing groups like retirees, veterans

and gun owners shifted the landscape in states such as Ohio.

The AFL-CIO also carried out a nine-state voter protection program to ensure every vote would count on Election Day. The My Vote, My Right voting rights protection program worked for several months to educate citizens about their voting rights and train polling monitors and worked closely with secretaries of state on election administration plans, AFL-CIO Political Director Karen Ackerman said. On Election Day, the program deployed more than 2,700 volunteer polling monitors nationwide, including 800 in Michigan and 500 in both Ohio and Pennsylvania.

When the SIU endorsed Sen. Obama, SIU President Michael Sacco noted the senator's strong support of the U.S. Merchant Marine. In a subsequent letter to the SIU president, Sen. Obama emphatically reiterated that support, writing in part: "America needs a strong and vibrant U.S.-Flag Merchant Marine. That is why you and your members can continue to count on me to support the Jones Act (which also includes the Passenger Vessel Services Act) and the continued exclusion of maritime services in international trade agreements.... In peace and in war, our Mariners have stood with us and my Administration will stand with them."

"To make sure our Armed Forces have the equipment and ammunition they need at the time the materiel are required, my Administration will solidly support the continuation of the Maritime Security Program.... A strong U.S.-Flag commercial fleet needs our nation's Cargo Preference laws. Whether it is carrying needed goods to those overseas in distress or moving government-generated cargo, American Mariners aboard American ships make sure the job is done.... Those programs set a firm foundation for America's Merchant Mariners by providing opportunities for decent wages, good benefits and fair treatment. Certainly, a strong union movement has been and will continue to be a major contributor to the achievement of this essential national goal."

Voting Continues in Union Election

Voting began last month and will continue through Dec. 31 in the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU.

Balloting is taking place at 21 SIU halls throughout the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union



One of Guam's claims to fame is that it's known as the place where America's day begins, due to its time zone. With that in mind, Oiler James Short (right) is believed to have been the first Seafarer to vote this year in the union's election. He is pictured Nov. 1 at the SIU hall in Guam, signing the log book as Port Agent John Hoskins observes.

officers for the 2009-2012 term. The ballot also includes a proposed constitutional amendment concerning members who serve on union finance, credentials, tallying and constitutional committees.

Seafarers may obtain their ballots from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 31.

The ballot includes the list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents and 10 port agents (for a total of 25 positions) along with the proposed constitutional amendment.

At the union halls, a member in good standing (upon presenting his or her book) is given a ballot and two envelopes. After his or her selection is marked, the ballot is folded and placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where bal-

lots are kept until submitted to the union tallying committee.

The rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January and will tabulate and announce the election results.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations, the constitutional committee's report and other related information appears on pages 6-11 of the October 2008 issue of the *Seafarers LOG*. A list of voting locations and balloting procedures (including absentee ballot information) is available on the internet at www.seafarers.org, in the *Seafarers LOG* section.

Additionally, a notice of the election was mailed in October to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.



Patrolman Greg Stone (second from right) assists members at the Oakland hall. With him are Seafarers John Bennett, Richard Paulson, Thomas White, Abdul Muflihi, Majed Alsunbahi and Muthana Koraihs.



Obtaining their respective ballots at the hall in Oakland, Calif., are (from left) Seafarers Abdulhamid Musaead, Ali Suwaileh and Robert Borro.

SIU Crews Land Honors During AOTOS Event

SIU crews from five Seafarers-contracted vessels, a union bosun, a pair of maritime executives and a U.S. Air Force general officer formally were recognized Nov. 7 during the United Seamen's Service (USS) 2008 Admiral of Ocean Sea Awards in New York.

Hundreds of maritime industry leaders, including SIU President Michael Sacco and other union officers, attended the dinner and dance gala at the Sheraton New York Hotel and Towers. The annual outing has come to be regarded as one of the industry's most prestigious honors.

Receiving recognition in the form of the AOTOS Mariner's Plaque were SIU crew members who on specific dates were sailing aboard Military Sealift Command's (MSC) *USNS GYSGT Fred W. Stockham*; Interocean American Shipping Corporation's *MV Courage*; and MSC's *USNS Mercy* and *USNS Comfort*. Joining the crews in the award circle and receiving the AOTOS Mariner's Rosette was Recertified Bosun **Scott Heginbotham** for actions taken while sailing aboard Liberty Maritime Corporation's *MV Liberty Star*. Recipients of the 2008 USS AOTOS Award were James A. Capo, U. S. Maritime Alliance, Ltd.; Michael D. Garvey, Saltchuk Resources, Inc.; and Gen. Norton A. Schwartz, U. S. Air Force Chief of Staff.

The event was packed with examples of deeds performed by the honored mariners who epitomize "brotherhood of the sea." It was narrated by the Honorable Helen Bentley, who remarked that she had never missed an AOTOS event or passed on the opportunity to congratulate an honored seafarer.

The individuals and crews honored, along with synopses of the actions for which they were recognized were as follows:

AOTOS Mariner's Plaque Recipients

■ The captain and crew of the *USNS GYSGT Fred W. Stockham* on June 23, while under way near Manila, were directed by the U.S. Pacific Command to render search and rescue assistance and humanitarian aid to the *MV Princess of the Star*, a ferry. The *Princess* at the time was traveling from Manila to Cebu City with 849 passengers



Recipients of the United Seamen's Service 2008 Admiral of the Ocean Sea Awards (left to right) were Air Force General Norton Schwartz, Michael Garvey and James Capo. The awards were presented Nov. 7 in New York.

aboard. With the sudden onslaught of Typhoon Fengshen, which was packing winds in excess of 140 kilometers per hour, the vessel capsized. She sank with great loss of life off Romblon Island in the Sibuyan Sea. Under the command of Captain Perry Seyler, the *Stockham* arrived three miles off of the partially submerged ferry. After the winds calmed, the captain ordered rigid hull inflatable boats to be launched from the *Stockham* to search for survivors and assist Navy divers assessing the wreckage. Helicopters from the *Stockham* flew sorties some 34 hours and covered 17,000 square miles of ocean looking for survivors. The helicopter crews relayed coordinates of survivors found in the water or seen stranded on a remote island to the Philippines Coast Guard. One helicopter transported a victim to a nearby island for emergency medical

treatment. The *Stockham* on June 29 was deployed off Panay Island to assist with humanitarian aid. Helicopter crews then flew 36 hours helping the *USS Ronald Reagan* Strike Group, delivering 17,350 pounds of rice and other supplies. The *Stockham* and her crew remained in the area and assisted with relief efforts until July 3. During this period, the captain and crew rendered around-the-clock assistance in the best tradition of service at sea.

■ While traveling eastbound on the Atlantic west of the Azores, the *MV Courage* on June 9, 2008 received a request from the U.S. Coast Guard to assist the French sailing vessel *SV Motus* which hours before had signaled distress while situated some 100 nautical miles away. *Courage* Capt. Scott Wiegand altered course and six hours later located the sailing vessel. After establishing

radio communication with the distressed vessel, Captain Wiegand maneuvered the *Courage* alongside. Chief Mate Sean Morrissey then boarded the *Motus* where he found its captain had been knocked unconscious by the boom the previous day and was still unsteady. A doctor ashore reviewed the situation by radio interview, and determined that the captain be evacuated from the sailing vessel. The other two persons aboard the *Motus* had little sailing experience and were reluctant to continue the voyage without their injured captain. All three crew members were taken aboard the *Courage* and the sailing vessel was abandoned in the open ocean. Third Mate Alex Ramirez, the *Courage* medical officer, attended to the injured captain, and consulted the Maritime Medical Advisory Service. The agency advised that the treatment onboard the *Courage* was sufficient to allow it to continue to Bremerhaven where the rescued sailors were safely placed in the custody of the French Consulate. The entire operation was a tribute to the emergency response preparedness and the skilled seamanship of the *MV Courage's* officers and crew.

■ The master, chief engineer and crew of the MSC hospital ship *USNS Mercy* from May through September 2008 distinguished themselves during a 148-day humanitarian deployment to the Philippines, Vietnam, Timor-Leste, Papua New Guinea and the Federated States of Micronesia. During this period, U.S. military medical professionals, non-government organizations, U.S. Public Health Service workers and 10 partner nations aboard treated nearly 90,000 patients and performed more than 1,350 surgical procedures. In actions which extended beyond shipboard duties, the *Mercy* crew joined forces with Navy Seabees and engineers from partner nations to renovate schools, medical clinics and hospitals throughout the region for a total of 16 major construction projects ashore. The ship's mission could not have been successful without the dedication of 67 civil service mariners who navigated the ship between ports and ensured the onboard hospital was

Continued on next page

Ashes of Late Bosun 'Snake' Williams Are Scattered at Sea



The ashes of late SIU Bosun Rowland "Snake" Williams were buried at sea Aug. 28 from aboard the *Cape Wright*, the last vessel on which he sailed before retiring. The ceremony, held off the North Carolina coast between Morehead City and Sunny Point, was conducted by a contingent of U.S. servicemen (Navy and Marines) who were aboard the vessel as it headed out to sea during a training mission. Brother Williams, who spent nearly 50 years sailing with the SIU, passed away April 18 while working around his home in Baltimore. He was 80. After retiring in 1991 following the conclusion the Persian Gulf War, Brother Williams spent the next 14 years of his life pitching in to help out at the SIU hall in Baltimore and aboard union-contracted ships which called on the port. Clockwise from left, members of the burial detail prepare to lay Williams' ashes to rest while Sailors and Marines look on from their formation on deck. Following the burial, Capt. Robert Silva presented the American flag to AB David Martz of the SIU. Martz was a close friend of Williams.



Dacuag Earns Agency's Highest Honor for Civilians

A Seafarer from Hawaii recently received a highly coveted award from the U.S. Coast Guard for his actions in a lifesaving rescue of a foreign mariner on the high seas.

AB **John Dacuag** on Oct. 24 was presented the U.S. Coast Guard's Gold Lifesaving Medal—the highest Coast Guard Award for civilians—during a formal ceremony at the Fourteenth Coast Guard District's headquarters in Honolulu for his part in the lifesaving event which took place in the Pacific Ocean while sailing aboard the SIU-contracted *Horizon Falcon*.

Dacuag and his fellow *Falcon* shipmates on July 27, 2007 were en route from Guam to Yantian, China, when they received a radio message from the U.S. Coast Guard. The communication advised the captain to divert course in order to come to the aid of a vessel, the bulk carrier *Hai Tong No. 7*, which was carrying a cargo of logs. The storm surge of Typhoon Man-Yi had caused the *Hai Tong No. 7's* cargo to shift. The vessel foundered and its Chinese crew had already been in the water for two days before any ship reached the scene.

The *Horizon Falcon* was first to arrive. Captain Tom McDorr skillfully navigated his large vessel through rough seas filled with floating logs to attempt to locate and rescue survivors. A lifeboat with the chief mate and three seamen aboard was dispatched despite high winds and 24-foot swells.

One Chinese survivor was pulled from the water, but as the lifeboat was being recovered by *Horizon Falcon*, a large swell nearly swamped the craft while damaging its motor. The lifeboat was ordered abandoned, but its crew and the survivor were able to climb to safety up the containership's 40-foot pilot ladder.

A second Chinese seaman was spotted in the water near the containership. At this juncture, Dacuag harnessed himself to the pilot's ladder and, using a grappling hook, was able to snag and rescue the man.

Around the same time, another vessel on the scene picked up 11 other crew members from the foreign-flag vessel. The *Horizon Falcon*, by now joined by a Navy P3 Orion aircraft and another merchant ship, continued the search for additional survivors, but no others were located. The containership was eventually directed to resume its voyage. The rescued Chinese seamen were delivered to the port of Yantian, where representatives of the Chinese government expressed their thanks to the captain and crew of the containership.

The determined efforts and the professional and brave actions of the captain and crew of *Horizon Falcon*, under most difficult conditions, undoubtedly prevented the further loss of life in the sinking of *Hai Tong No. 7*.

Rear Adm. Manson K. Brown, commander, Fourteenth Coast Guard District, presented Dacuag with his award. The citation which accompanied the medal—written by Coast

Guard Commandant Adm. Thad Allen—in part said of Dacuag, "His unselfish actions and valiant service, despite imminent personal danger, reflect the highest credit upon himself and are in keeping with the highest traditions of humanitarian service."

"Thank you. I'm very honored," said Dacuag to the group of 100 Coast Guardsmen who attended the ceremony.

"I am humbled to receive this award from the U.S. Coast Guard," concluded Dacuag, whose extensive safety and rescue training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., unquestionably came in handy during the rescue at sea. Dacuag over the years has been a frequent upgrader at the maritime training facility, which places paramount importance on safety. Many, if not all, of his shipmates aboard the *Horizon Falcon* also have attended and/or returned to the school to broaden their backgrounds and hone their skills.

Dacuag and his shipmates – Bosun **Steven Bush**, ABs **Ahmed Almuflihi**, **Jennifer Souci**, **Stanley Parker**, **Jack Kem**, **Earl Sparkes** and **Jerry Gonzaga**, Electrician **Ursel Barber**, QMEDs **Husain Ali** and **Gustavo Osorio**, Recertified Steward **Philip Lau** and SA **Milagros Clark**—in the near future will again be honored for their extreme bravery demonstrated during the rescue. They are slated to receive the International Maritime Organization's 2008 Award for Exceptional Bravery at Sea Award.



Rear Adm. Manson K. Brown, commander, Fourteenth Coast Guard District, presents the Coast Guard's Gold Lifesaving Medal to AB John Dacuag during a ceremony at the unit's Honolulu headquarters.

NASSCO Delivers USNS Earhart to U.S. Military Sealift Command



The U.S. Military Sealift Command on Oct. 30 accepted delivery of the dry cargo/ammunition ship *USNS Amelia Earhart* (left) in San Diego. The ship, to be crewed by members of the SIU Government Services Division, was built by General Dynamics NASSCO. Named in honor of aviation pioneer Amelia Earhart, the vessel is the sixth in the Lewis and Clark-class of underway replenishment ships. According to MSC, these vessels – called T-AKES – deliver ammunition, provisions, stores, spare parts, potable water and petroleum products to the Navy's underway carrier and expeditionary strike groups, thereby "allowing them to stay at sea, on station and combat-ready for extended periods of time."

Mariners Garner Recognition at 2008 AOTOS Ceremony

Continued from Page 4

fully functioning with electricity and a constant supply of fresh water throughout the deployment. The mariners ferried thousands of patients and passengers to and from the ship aboard its utility boats. The collective actions of the *Mercy's* captain and crew brought new hope to thousands of families and individuals throughout Southeast Asia and



Photo by Frank Cianciotti

Recertified Bosun **Scott Heginbotham** (left) receives congratulations from Rear Adm. Robert Reilly, MSC commander, and others at the AOTOS ceremony.

Oceania by improving their quality of life.

■ The master, chief engineer and crew of the MSC hospital ship *USNS Comfort*—from June through October 2007—provided assistance to more than 98,000 people in 12 countries. The goodwill deeds came during a humanitarian assistance deployment to Latin America and the Caribbean. The hard work of the crew enabled the ship's medical personnel to provide extensive medical coverage including more than 1,000 surgeries, 24,000 pairs of eyeglasses, 32,000 immunizations and 122,000 pharmaceuticals to people in Belize, Guatemala, Nicaragua, Panama, El Salvador, Peru, Ecuador, Colombia, Haiti, Trinidad and Tobago, Guyana and Suriname. The 70 civil service mariners aboard the *Comfort* were an integral component of the mission—navigating the ship safely to each port, providing a constant supply of fresh water and electricity to the hospital and transporting patients, mission personnel and equipment between the ship and shore in two 33-foot utility boats. In addition, in Ecuador, the crew assisted Seabees in constructing two wheelchair ramps and installing 18 ceiling fans at a school. The *Comfort's* master and crew represented the nation proudly and contributed significantly to a highly successful humanitarian outreach program that improved the lives of thousands of people.

AOTOS Mariner's Rosette Winner

■ Recertified Bosun **Scott Heginbotham**, while aboard the *MV Liberty Star* on March 13, 2008 reacted quickly and efficiently in saving the life of a fellow mariner aboard his vessel. Heginbotham was near the CO2 compartment on the ship when a subcontractor began to service the bank of CO2 bottles. In the process, the worker inadvertently started a series of potentially deadly events that began with the discharge of stored CO2 gas into the engine room. Heginbotham quickly realized that the first engineer was in the engine room and proceeded to his assigned emergency station. Along the way, he stopped to report the situation via radio to Capt. Clancy Fauchaux. Heginbotham then donned

his self-contained breathing apparatus and returned to the engine room, which by then was hazy due to the CO2 venting. Upon entering the room, he found the first engineer and took prompt action to place an emergency escape breathing apparatus on him and gave him chest compressions that saved his life.

AOTOS Award Recipients

■ This award was presented to James A. Capo, chairman & CEO of U.S. Maritime Alliance, Ltd., and Michael D. Garvey, a founding partner and past chairman of Saltchuk Resources, Inc. A Special AOTOS Award was given to U.S. Air Force Gen. Norton A. Schwartz, former commander of the United States Transportation Command and now USAF Chief of Staff. John Bowers, chairman of the USS AOTOS Committee and President Emeritus of the International Longshoremen's Association, AFL-CIO, said of the three 2008 USS AOTOS Award winners: "We have an impressive group of honorees this year. Jim Capo has been a friend and colleague across the negotiating table for many years and his leadership skills command respect by all who know him."

Bowers continued, "As a founder of Saltchuk, Mr. Garvey has helped to build one of America's leading maritime shipping organizations, including Totem Ocean Trailer Express and Sea Star Line, that continues to employ many U.S. seafarers. General Schwartz has led USTRANSCOM through a difficult time with amazing operational results and he deserves a very special recognition."

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

Summary Annual Report Seafarers Pension Trust

Editor's note: Data in some of the summary annual reports published in this edition of the Seafarers LOG reflect the outcome of plans mergers that were previously reported both in the LOG and at monthly membership meetings.

This is a summary of the annual report for the Seafarers Pension Trust, (Employer Identification No. 13-6100329, Plan No. 001) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$40,009,453. These expenses included \$7,747,056 in administrative expenses and \$32,262,397 in benefits paid to participants and beneficiaries. A total of 16,823 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$976,131,266 as of December 31, 2007 compared to \$676,260,582 as of January 1, 2007. During the plan year the plan experienced an increase in its net assets of \$299,870,684. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$64,231,729, including employer contributions of \$28,274,071, losses of \$582,427 from the sale of assets and earnings from investments of \$35,687,748.

MINIMUM FUNDING STANDARDS

An actuary's statement shows that enough money was contributed to

the plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of 5 percent of the plan assets; and
4. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

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

The charge to cover copying costs will be \$4.65 for the full report, or \$0.15 per page for any part thereof.

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

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

Summary Annual Report NMU 401K PLAN

This is a summary of the annual report for the NMU 401K Plan, (Employer Identification No. 13-6592643, Plan No. 002) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by an arrangement providing benefits exclusively through insurance and/or annuity contracts. Plan expenses were \$356,927. These expenses included \$356,927 in benefits paid to participants and beneficiaries. A total of 544 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$4,040,970 as of December 31, 2007 compared to \$3,751,535 as of January 1, 2007. During the plan year the plan experienced an increase in its net assets of \$289,435. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$646,362, including employee contributions of \$374,903 and earnings from investments of \$271,459.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Insurance information including sales commissions paid by insurance carriers; and
5. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Board of Trustees of the NMU, 5201 Auth Way, Camp Springs, MD 20746.

The charge to cover copying costs will be \$1.50 for the full report, or \$0.10 per page for any part thereof.

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

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

Summary Annual Report NMU Pension Trust of the NMU Pension and Welfare Plan

Editor's note: Data in some of the summary annual reports published in this edition of the Seafarers LOG reflect the outcome of plans mergers that were previously reported both in the LOG and at monthly membership meetings.

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, (Employer Identification No. 13-6592643, Plan No. 001) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$26,137,302. These expenses included \$2,397,279 in administrative expenses and \$23,740,023 in benefits paid to participants and beneficiaries. A total of 7,042 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$0 as of December 31, 2007 compared to \$296,628,713 as of January 1, 2007. During the plan year the plan experienced a decrease in its net assets of \$296,628,713. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$19,296,758, including gains of \$12,992,599 from the sale of assets and earnings from investments of \$4,885,493.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets;
5. Insurance information including sales commissions paid by insurance carriers; and
6. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of NMU Pension Trust, 5201 Auth Way, Camp Springs, MD 20746.

The charge to cover copying costs will be \$5.50 for the full report, or \$0.10 per page for any part thereof.

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

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

Beck Notice

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

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

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

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

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

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2007 calendar year, the fee cost

associated with this representation amounts to 87.92 percent of the dues amount. This means that the agency fee based upon the dues would be \$439.60 (four hundred thirty-nine dollars and sixty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2009 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2008 and November 30, 2009 will have this calculation applied to their 2009 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2010, your objection must be received by December 1, 2009.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2007.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

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

amount of the dues reduction may change based upon an auditor's report from a previous year.

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

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

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

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

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

Sincerely,
David Heindel, Secretary-Treasurer

Bosuns Commend Union, School

12 Seafarers Complete Recertification in Piney Point

It might be an understatement to describe the November membership meeting in Piney Point, Md., as an uplifting occasion for the union's newest class of recertified bosuns.

Twelve Seafarers received their respective graduation certificates Nov. 3 during the meeting at the union-affiliated Paul Hall Center for Maritime Training and Education. They successfully completed the three-week class which is considered the highest level of vocational education available at the school to members of the deck department.

As they took turns speaking from the auditorium's stage, the Seafarers shared stories of inspiration and gratitude. They said the course taught them new skills and refreshed others, which will help them do a better job aboard ship.

The group consisted of Bosuns **Joseph Casalino** (whose home port is New York), **David Dinnes** (Mobile, Ala.), **Frederick Gathers** (Jacksonville, Fla.), **David Graves** (Houston), **Renato Govico** (Honolulu), **Leslie "Jake" Jacobs** (Houston), **Jose Jimenea** (Houston), **Scott Krajniak** (Algonac, Mich.), **Theodore "Ted" Lukawski** (Jacksonville), **Michael Moore** (Norfolk, Va.), **Lon Oliver** (Tacoma) and **Isaac Vega-Mercado** (San Juan, P.R.).

Besides complimenting the instruction they received, the new recertified bosuns had high praise for the training center's staff and facilities. Collectively, they lauded the SIU leadership for the fashion in which it is conducting the business of the union and keeping the best interests of its rank-and-file members on the front burner. Each of the graduates also offered words of encouragement to unlicensed apprentices and upgraders who are attending the school. They urged the apprentices to work hard, pay attention and to be good shipmates when they go to their first vessel. Upgraders were advised to continue taking advantage of their opportunities to enhance their skills at the school and to freely share their knowledge with others.

"I come from a family of Seafarers and this has been a great experience and a privilege to attend," said Vega-Mercado. "Every time I've been to this school, the more I learn and the better it makes me."

"I was born in Guyana and used to ship with the Greeks," explained Graves. "I jumped ship and was able to come to the U.S. and join the SIU. The union has changed my life tremendously, enabling me and my family to live better lives. Thank God for the SIU."

"This coursework is the milestone of my career," said Krajniak. Talking to the trainees in the audience, he said, "You are our future. Stay involved in your career and union. There is no limit to what you can do."

"I thank my family and all SIU families for their patience and understanding in helping us reach this level in our careers," said Jacobs. "Thanks to the SIU for giving me the opportunity and tools to achieve."

"I've sailed to all the continents and in two wars," said Casalino, "And there is no one who fights for us like the SIU. The SIU teaches us brotherhood and integrity and how to work together at sea."

"I've learned so much here," explained Jimenea about the school. "The course answered a lot of questions that



Pictured from left to right following the November membership meeting in Piney Point, Md., are Recertified Bosuns Isaac Vega-Mercado, Leslie Jacobs, Fred Gathers, Lon Oliver, Renato Govico, Michael Moore, Jose Jimenea, Ted Lukawski, David Graves, David Dinnes, Joseph Casalino and Scott Krajniak.

me and my shipmates have. Now I feel confident as a recertified bosun to go back to sea and explain a lot to my shipmates."

"The program is very well thought-out," said Lukawski about the recertification course. "What we learned is very enlightening and it will certainly help me serve the membership as ship's chairman."

"I became a Seafarer in Boston years ago with the National Maritime Union," commented Moore, "and I think I've learned more in one month here than I had throughout my career. The SIU is a true teacher about the industry and the importance of components such as the Seafarers Political Action Donation (SPAD) to the future of all Seafarers."

"My life has changed since I joined the SIU," said Govico. "Things are looking good for me and my family and I work in an industry where all have equal rights, no matter race, color, or origin. This is truly the American dream."

"This experience has been great," exclaimed Gathers. "We've learned about the industry and how to be more effective in our jobs, especially how to be more effective communicating to our shipmates as leaders."

"This is a fantastic school," said Dinnes. "We are fortunate to have it. It was a great vision Paul Hall and the leadership had when they developed it. The school continues being a vital part of U.S. shipping."

Oliver stated, "Every time I come to this school I learn so much. I learn to better appreciate my shipmates, the union and the sacrifices my family makes."

The bosun recertification course blends hands-on training and classroom instruction. It also includes meetings with representatives from the Seafarers Plans and various SIU departments. Topics include fire fighting and other safety training; sealift operations; the amended STCW convention; small arms; computer skills; water survival; other international maritime conventions and more.



Bosun Jose Jimenea (left) assists Unlicensed Apprentice Anthony Badajos.



Given the U.S. Merchant Marine's role supporting American troops in Operations Iraqi Freedom and Enduring Freedom, small-arms training in recent years has taken on added importance. Here, Instructor Robbie Springer (left) assists Bosun David Graves during hands-on training.



Computer training is part of the recertification course.

Guidance Aims to Facilitate Shore Leave

A high-ranking Coast Guard official recently delivered noteworthy comments concerning shore leave for mariners in the United States.

U.S. Coast Guard Rear Admiral Brian M. Salerno, assistant commandant for marine safety, security and stewardship, said he knows about problems mariners have experienced when trying to take shore leave or receive visitors in U.S. ports. Some ports have restricted leave and even prevented seafaring ministries from visiting ships, ostensibly in the name of security.

According to Salerno, since the implementation in 2004 of certain components of the Maritime Transportation Security Act (MTSA), the Coast Guard has received reports of regulated maritime facilities refusing to grant shore leave to mariners holding properly issued visas. Crew change-outs have been denied, too. The agency has also received reports of chaplains, seafarer welfare organizations and unions being denied access to ships. In some cases, seafarers have been faced with exorbitant transportation rates through facilities for leave or visitation. The Coast Guard further states that in many cases passage was denied for security reasons or fears of safety and liability by the ports.

Salerno last month presented a Coast Guard commandant-approved memorandum to captains of the ports

throughout the U.S., explaining new guidance. That memo says the agency "specifically urges facility operators and owners to provide means to facilitate shore leave access for mariners and visits to vessels by seafarers' welfare organizations."

The memo further explains, "Although the acquisition of a valid visa for seafarers does not automatically guarantee access if Customs And Border Protection (CBP) determines that access may compromise security, the denial of access by a regulated facility to those holding a valid visa and having clearance from CBP for the purpose of shore leave as well as the denial of access to representatives of seafarers welfare organizations runs counter to the intent of our regulations.

"As a maritime service, the Coast Guard recognizes the importance of shore leave and access to seafarer welfare organizations as an important aspect of maintaining crew morale, readiness and wellbeing. Individuals seeking access through facilities for the purpose of shore leave or for the purpose of providing service to the seafarer community should not find artificial barriers imposed by a minority of facilities within our regulated stakeholder base."

The memo continues, "Regardless of the implementation of the TWIC regulations or the ultimate position taken by the United States on the

Seafarers Identity Document (SID) as proposed in ILO 185, captains of the port should encourage, support, and facilitate vigorously any accommodations at regulated facilities, including but not limited to escort provisions, to make shore leave and access to seafarer welfare organizations possible. These accommodations should not impose an undue burden on the seafarer or seafarers' welfare organization representative seeking access by way of exorbitant fees, extreme limitations in hours of availability, or other unreasonable restriction to the movements of these persons unless exigent, confirmed security concerns dictate such restriction is necessary. Additionally, in order to obtain greater clarity on the issue the Coast Guard has recently chartered a working group under national maritime security advisory committee to explore the problem and recommend solutions."

Fr. Sinclair Oubre, an SIU member who is president of the Apostleship of the Sea of the United States, described the guidance as "a significant shift by the Coast Guard on shore leave. This new letter shifts the burden more clearly on the facilities to demonstrate why they need to deny shore leave. This is a reversal of the earlier position that in principle did not oppose shore leave, but did not proactively ensure that the facilities allow shore leave."

Summary Annual Report Seafarers Vacation Plan

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$20,487,709 as of December 31, 2007 compared to \$18,176,080 as of January 1, 2007. During the plan year the plan experienced an increase in its net assets of \$2,311,629. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$62,085,737. This income included employer contributions of \$60,529,110, realized gains of \$447,976 from the sale of assets and earnings from investments of \$1,081,014. Plan expenses were \$59,774,108. These expenses included \$6,021,248 in administrative expenses and \$53,752,860 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$3.30 for the full report, or \$0.15 per page for any part thereof.

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

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

Monthly Membership Meetings Keep Seafarers Informed on News, Issues Affecting Their Livelihoods

Attending monthly membership meetings is a key avenue through which Seafarers can remain current on news that directly affects them.

Conducted in each SIU hall around the country, these forums keep members aware of key union and maritime issues, many of

which could affect their livelihood and those of their family members.

Below is the schedule of meetings which will be held in 2009. Each issue of the *Seafarers LOG* also lists the dates for the next two monthly meetings that have been scheduled for each port.

Union Membership Meetings in 2009

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	5	2	2	6	4	8	6	3	*8	5	2	7
New York	Tuesday after first Sunday	6	3	3	7	5	9	7	4	8	6	3	8
Philadelphia	Wednesday after first Sunday	7	4	4	8	6	10	8	5	9	7	4	9
Baltimore	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Norfolk	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Jacksonville	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
San Juan	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Algonac	Friday after first Sunday	9	6	6	10	8	12	10	7	11	9	6	11
Boston	Friday after first Sunday	9	6	6	10	8	12	10	7	11	9	6	11
Houston	Monday after second Sunday	12	9	9	13	11	15	13	10	14	*13	9	14
New Orleans	Tuesday after second Sunday	13	10	10	14	12	16	14	11	15	13	10	15
Mobile	Wednesday after second Sunday	14	11	11	15	13	17	15	12	16	14	*12	16
Oakland	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Port Everglades	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
Joliet	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
St. Louis	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Honolulu	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Wilmington	Monday after third Sunday	*20	*17	16	20	18	22	20	17	21	19	16	21
Guam	Thursday after third Sunday	22	19	19	23	21	25	23	20	24	22	19	24
Tacoma	Friday after third Sunday	23	20	20	24	22	26	24	21	25	23	20	*28

*Wilmington changes created by Martin Luther King Day holiday and President's Day holiday;

*Piney Point change created by Labor Day holiday;

*Houston change created by Columbus Day holiday;

*Mobile change created by Veterans Day holiday;

*Tacoma change created by Christmas Day holiday.

Members, Families Volunteer To Help 'Paint Tacoma Beautiful'

Seafarers recently continued their tradition of giving something back to their community as SIU members and families in Tacoma, Wash., again volunteered to help the Paint Tacoma Beautiful program.

Paint Tacoma Beautiful is an annual program through which community members and local organizations pool their resources and volunteer manpower to help those who can't help themselves. Through that program, 36 SIU members, employees, family members and friends in the Tacoma area washed, scraped, sanded, caulked and painted the home of Charlie McQueen and wife Janet. Altogether, they devoted more than 200 hours of volunteer manpower.

For Mr. McQueen, this wasn't his first interaction with mariners. He was in the U.S. Army during World War II and sailed to Europe for D-Day aboard a Liberty ship.

"It was a cramped, long trip but the guys working on the ship made us as comfortable as they could, including us who didn't have our sea legs," he explained. "I'm a disabled vet and don't get around too well and for almost 50 years I've been able to paint the house but I can't anymore, so their help and the program were just great. There were people of all nationalities who drove as many as 60 miles to help. Many of them were just coming back from sea and some were about to go out. When I asked them why they were going out of their way to help, many said, 'Because I care about my neighbors.' Imagine that – some drove 60 miles to help others who they didn't even know. Janet and I are very thankful of these great people and the brotherhood they showed."

Recertified Bosun **Ben Born** said finding motivation to volunteer for Paint Tacoma Beautiful was easy.

"Doing something to help somebody else is a pretty good thing, and we all should do more of it," said Born, a 33-year Seafarer who was joined by his son, AB **Billy Born**, during the project. "I



The SIU's "Paint Tacoma" team worked on the home of a U.S. Army veteran.

enjoyed it. The house and garage were in pretty bad shape when we first got there. I'm just glad the union is doing things like this. I really am."

Tacoma Port Agent Joe Vincenzo said of the SIU volunteers, "It takes heart to get out into the community and reach out to people who are on fixed incomes or who have reached a point in their lives when they can no longer do for themselves and spend time with them in their homes. The good will this creates is invaluable and is remarkable."

This is the second straight year that Seafarers have volunteered for the program. The following is a list of SIU members, family and friends who participated in Paint Tacoma Beautiful in 2008:

Chief Steward **Clark Williams**
 Recertified Steward **Amanda Suncin**
 Chief Cook **Leslie McGirt**
 Bosun **Chris Tizon**
 GUDE **Reynaldo Agbulos**
 GUDE **Joseph Hilario**
 AB **Dante Dizon**
 AB **Ben Picar**
 GUDE **Saleh Al Ajji**
 Chief Cook **Joey Lata**
 AB **Rex Simbre**
 Chief Cook **Saleh Ahmed**
 Recertified Bosun **Ben Born**
 AB **Billy Born**
 Recertified Bosun **Salvador Villareal**
 GUDE **Santos Lopez**
 Recertified Steward **Lincoln Pinn**
 GUDE **Virgil Todorache**

Chief Cook **Lamberto Palamos**
 GUDE **Joseph Lacaden**
 Chief Steward **Boualem Habib**
 GUDE **Henry Egaran**
 Recertified Bosun **Paul Cadran**
 SA **Rene Caballero**
 OMU **Oscar Luis**
 GVA **Hernando Basilan**
 STOS **Eduardo Jorge**
 Chief Cook **Abdul Saleh**
 AB **Ausberto Laspinas**
 AB **Leo Torrenueva**
 AB **Gene Hoehn**
 Sharalea Broin
 Port Agent Joe Vincenzo
 Safety Director Ryan Palmer
 Secretary Brenda Flesner
 Emilia Flesner



Recertified Bosun Paul Cadran reaches above and beyond to help.



SIU Tacoma Safety Director Ryan Palmer puts his chipping and scraping skills to the test.



Recertified Bosun Ben Born displays his painting technique.



GUDE Saleh Al Ajji tackles the top of the job.



Recertified Steward Lincoln Pinn



GUDE Joseph Hilario reaches new heights when painting.



Recertified Bosun Salvador Villareal breaks out the caulk



OMU Oscar Luis



Formally dedicating a monument to mariners outside MSC's new facilities in Norfolk, Va., are (from left) Rear Adm. Robert Reilly (MSC commander), Steward Utility Yoland St. Clair, AB Terrance Dumas and Jack Taylor, director, Military Sealift Fleet Support Command.

CIVMARS Help Dedicate New Complex in Norfolk

The SIU participated in a recent ceremony conducted by the U.S. Military Sealift Command (MSC) as the agency dedicated a new headquarters complex at Naval Station Norfolk, Va. – Breezy Point.

SIU Government Services Division Representative Maurice Cokes and SIU CIVMARS attended the event, which took place Oct. 30. Approximately 400 people were on hand for the dedication.

Rear Adm. Robert Reilly, MSC commander, joined Military Sealift Fleet Support Command Director Jack Taylor to officially dedicate MSFSC's facilities. According to the agency, this move brings to an end 10 years of MSC's Tidewater, Va., presence being split between facilities on

Naval Station Norfolk and "temporary" offices 28 miles away at Camp Pendleton State Military Reservation in Virginia Beach. MSFSC's headquarters will provide office space for approximately 450 personnel.

As part of the dedication ceremony and in appreciation for the service of civil service mariners, Reilly and Taylor along with CIVMARS AB **Terrence Dumas** and Steward Utilityman **Yoland St. Clair**, both of *USNS Sacagawea*, unveiled a granite monument depicting mariners during an underway replenishment of a Navy combatant ship. The monument, intended as a constant reminder of the dedicated service given by MSC's mariners, will serve as a

focal point and central feature to the new headquarters complex, the agency noted.

The text on the monument reads, "We Pay Tribute To United States Merchant Mariners And Their Patriotic Service To Our Navy And Our Nation."

Speaking about mariners, Reilly stated, "It is those people who hoist the colors, stand the watches, and deliver the goods we should remember we are obliged to serve as we occupy these buildings and meet our commitments. That is why we have chosen to grace this location with a commemorative marker here in front of these colors. To remind us of our mission, to recognize those who have served, and those who continue to serve, MSC and our Navy."

Reaching this moment came after many years of work on the project. Renovation work began, on paper, on the three buildings at Breezy Point in 2000. The project was put on hold, in the aftermath of 9/11, while additional force protection issues were addressed, to include the installation of explosive-proof glass for 250 windows and moving the 350-car parking lot at least 50 feet from the three buildings. Further delays came in 2003 due to severe damage caused by Hurricane Isabel.

The first of the three buildings was occupied in July 2008, while the majority of personnel moves occurred in September and October. The last of the buildings was scheduled to be occupied in November.

April 15 Marks TWIC Deadline for Mariners

Although the Transportation Security Administration (TSA) has begun enforcing the Transportation Worker Identification Credential (TWIC) program at various U.S. ports, the deadline for credentialed mariners to acquire this new document remains the same: April 15, 2009. In the interim, as reported numerous times, a valid z-card/merchant mariner document is considered sufficient documentation for mariners to comply with the TWIC requirements.

The Department of Homeland Security in early November reported that more than 641,000 individuals had pre-enrolled for TWICs, while more than 405,000 cards had been issued. The latter figure is far below the projected 1 million-plus individuals who are estimated to need a TWIC, which has renewed concerns throughout the industry about effective implementation and enforcement. At press time the DHS couldn't release the number of cards

activated because from Oct. 31 to Nov. 3, it had problems in the activation process due to a power outage in its main TWIC processing facility.

For more information

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

Step-by-step instructions

■ Pre-Enroll

This can save time at the enrollment center itself. To pre-enroll, individuals must first register for an identification card. at <https://twicprogram.tsa.dhs.gov/TWICWebApp/>

Applicants will need to supply basic information including their name, date of birth and country of birth.

■ Gather Documentation

As part of the TWIC application process, individual applicants must supply documentation verifying

their identity. A list of acceptable documents was printed on page 4 of the January edition of the Seafarers LOG and is available on the TSA's TWIC web site.

■ Enroll

Applicants may enroll at any of the agency's enrollment centers, at which time they must pay the TWIC fee of \$132.50 (or the reduced fee of \$105.25, if applying for a TWIC that expires in conjunction with a merchant mariner document). Applicants will provide fingerprints and be photographed as well as provide personal information.

■ Pick up TWIC

Applicants must return to the same enrollment center to pick up their credential. They will be notified by email or phone (as specified during enrollment) when the card is ready. The individual TWIC will be activated, and the cardholder will select a corresponding PIN number.

Boilermakers Report Big Win at NASSCO

Union Members Ratify Contract, Settle Lawsuit at San Diego Shipyard

Members of Boilermakers Local 1998 won a major victory earlier this year when they unanimously ratified an agreement with the National Steel and Shipbuilding Company (NASSCO), thereby ending a decade-long dispute.

The union – affiliated with the SIU through the AFL-CIO Maritime Trades Department (MTD) – reported that their members who are production and maintenance employees based at the San Diego shipyard had been without a labor contract for the past 16 years.

According to Warren Fairly, vice president of the international union and an MTD executive board member, the company's main impetus for reaching an agreement was to resolve a lawsuit filed by the union on behalf of the 2,300 workers employed at the shipyard. Fairly, who heads the Boilermakers' industrial sector, said that the five-year contract "recognizes fundamental union rights as well as significant wage improvements for NASSCO employees." The contract also contains a \$5.2 million infusion into the workers' pension plan.

The union and the company also agreed that Local 1998 members would recoup \$14 million for lost meal and break periods.

"This settlement and agreement place the Boilermakers union and members of Local 1998 in a position to build a strong, viable local lodge," said Boilermakers President Newton B. Jones. "It has been a long time coming, but the perseverance of these workers has paid off, and now they will truly be able to enjoy the benefits of union membership. This is a proud day for these members, Local 1998 President Bobby Godinez, and the International officers and staff who have worked so hard over the years on behalf of the NASSCO workers."

NASSCO designs, builds and repairs auxiliary ships for the U.S. Navy and tankers covered under the Jones Act. More than 15 years ago, production and maintenance employees there formed an independent union — the Shipyard Workers Union. The union merged with the International Brotherhood of Boilermakers in 2003.

Health Care, Life Insurance Reminders to CIVMARS

This is the time of the year that talk about federal government health, life insurance and retirement programs abounds. Civil service mariners are reminded that they must be enrolled in the Federal Employee Health Benefits (FEHB) program for at least five years prior to retirement in order to carry it into retirement and ensure Uncle Sam continues to pay its share into their golden years as long they are enrolled. However, this doesn't mean they have to stay in the same specific health care plan as long as they are enrolled in the overall program.

Spouses do not have to be enrolled five years preceding retirement and can be enrolled at any time, even after retirement, as long as the spouse is enrolled prior to death of the sponsor. If a member is enrolled as a family member on the FEHB policy of a spouse, that time counts

toward the five-year requirement. Additionally, enrollment time in the military's Tricare program is viewed as equivalent to FEHB and that time counts toward the five years.

The Federal Employees Group Life Insurance (FEGLI) program also has a five-year requirement, but it is different from that of the FEHB. The life insurance program does not have annual regularly scheduled open seasons to make changes. (The life insurance program's latest open period was in 2004.) Unlike the FEHB, if an FEGLI policy is changed by a member during an open season and a member modifies his or her plan, the "clock" on the five-year requirement would start over.

Detailed information on these benefits and others is available on the web at: www.opm.gov/insure/

Seafarers Mobilize For Labor 2008

SIU Gets Out The Vote During Labor 2008

From coast to coast, active and retired Seafarers and their families participated in “Labor 2008” – the trade union movement’s voter education and mobilization program. SIU members volunteered considerable time and effort in supporting not only the union-endorsed team of Sen. Barack Obama and Sen. Joe Biden, but also other pro-maritime, pro-worker candidates in federal, state and local elections.

The results, as detailed elsewhere in this edition, collectively were a great win for America’s working families. Union households played key, often decisive roles in one contest after another.

Pictured on the following four pages are SIU members and others taking part in rallies, phone banks and “labor walks” during the last few weeks before Election Day. Also shown is a reproduction of a letter from SIU President Michael Sacco to active and retired Seafarers in which he thanks them for their tireless, selfless, vital work.



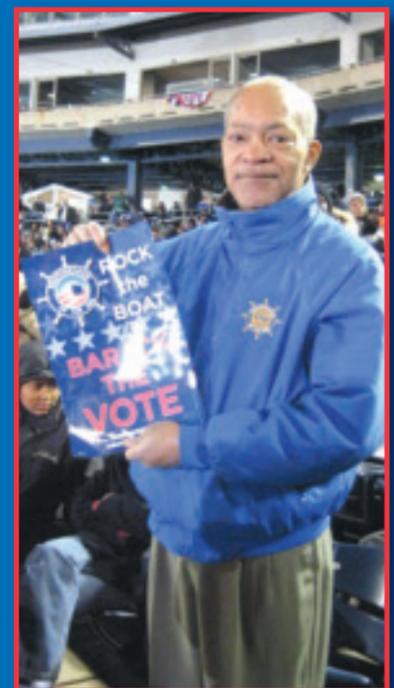
Seafarers take part in an Employee Free Choice Act rally in Detroit.



Supporters in New Hampshire demonstrate their enthusiasm for the Obama-Biden ticket.



The SIU’s voluntary political action fund remains an important part of promoting not just the union but the American-flag fleet as a whole. The SPAD T-shirt above carried the message in Lakeland, Fla.



SIU Government Services Division Representative Maurice Cokes attends a rally in Norfolk, Va.



AB Dan Thompson (left in the photo at far left) discusses the election with a retiree from the Amalgamated Transit Union in Richmond, Va. An SIU contingent (left) lines up en route to an event in Tacoma. In the photo above, unlicensed apprentices take part in labor walks in Richmond, Va.

LABOR 2008

Seafarers Launch Full-Scale Mobilization To Help Secure Election Win For Working Families



Senator Obama departs from the stage.



Sen. Joe Biden heads to the stage at an EFCA rally in Tacoma, Wash.

SIU



AFFILIATED WITH THE SEAFARERS INTERNATIONAL UNION

SEAFARERS INTERNATIONAL
ATLANTIC · GULF · LAKES AND INLAND

NATIONAL MARITIME UNION

5201 AUTH WAY • CAMP SPRINGS, MARYLAND 20746

November 5, 2008

Dear SIU Brothers and Sisters:

I write to congratulate you and thank you for your great support of pro-maritime candidates in this year's elections. That includes SPAD, which remains vital to our union.

As you may know, organized labor as a whole put out a massive mobilization all across the country to back the candidates of working families. The SIU (and our affiliated unions) played a key role in mobilization, especially in the so-called battleground states.

The election results – not just for the presidency but for state and local elections – are a great affirmation of the labor movement. We made a difference. You made the difference.

We all know that our work is never finished. But I want to thank you on behalf of the entire executive board for your outstanding, energetic support of Election Day. I understand the sacrifices involved in attending the rallies, banks, participating in "labor walks" and doing whatever it takes. Your volunteerism is deeply appreciated.

Again, thank you and congratulations. While we will continue to believe the election results signal good news for the SIU, for our members as a whole, and for America's working families.

Fraternally,

Michael Sacco
President

FAX (301) 899-7355



on amilies



MICHAEL SACCO
 PRESIDENT
AUGUSTIN TELLEZ
 EXECUTIVE VICE PRESIDENT
DAVID HEINDEL
 SECRETARY-TREASURER
GEORGE TRICKER
 VICE PRESIDENT
JOSEPH T. SORESI
 VICE PRESIDENT
DEAN CORGEY
 VICE PRESIDENT
NICHOLAS J. MARRONE
 VICE PRESIDENT
TOM ORZECZOWSKI
 VICE PRESIDENT
KERMETT MANGRAM
 VICE PRESIDENT
RENÉ LIOEANJIÉ
 VICE PRESIDENT AT LARGE
CHARLES STEWART
 VICE PRESIDENT AT LARGE
JOHN SPADARO
 UIW NATIONAL DIRECTOR

our grassroots support of pro-labor,
includes your continued support of

ut together an unprecedented
ates who support America's
played a significant role in that
states.

but also for congressional, state
or movement's collective strength.

t I wanted to thank you on behalf
ergetic efforts right through Election
the rallies, manning the phone
ver else it takes to get out the vote.

e will take nothing for granted, I
U, for the U.S. Merchant Marine

Michael Sacco
Sacco

The crowd in Tacoma included many SIU members.



Supporters in Detroit (photo above) await Senator Obama's arrival. In photo at left, Sen. Barack Obama—who has strongly voiced his backing of the U.S. Merchant Marine—speaks to the crowd in Detroit.

Seafarers Mobilize For Labor 2008



In Tacoma, Wash., Chief Steward Cynthia Caster (above) gives a "thumbs up" while speaking with a fellow union member about the importance of voting in the presidential election. Personnel from a number of unions including the SIU and its affiliated United Industrial Workers (photo at right) help get out of the vote in Wilmington, Calif. Those pictured include Jason Stutes, Thomas Wybo, Nick Rios, Guadalupe Murillo, Herb Perez, Emiliano Garcia, Eve Sullivan, Henry Commanger and Steve Bowmer.



Seafarers in Ft. Lauderdale, Fla., during the last weeks before Election Day were involved in a number of events. Clockwise from the left, Seafarers participated in rallies as well as labor walks. In photo at right, SIU Safety Director Kevin Marchand and Sheena McCleary from the state labor federation are ready for the next get-out-the-vote event.



Seafarers and other union members in New Orleans leave no doubt about whom they support.



Seafarers and officials are joined by U.S. Reps. Gene Green (left), Sheila Jackson Lee (third from left) and Nick Lampson (third from right) at a get-out-the-vote event at Discovery Green Park in downtown Houston.



Seafarers and other volunteers (photo above) show up at the sign shop in Harris County, Texas, to help boost the prospects of candidates who support America's working families. In the photo at right, Seafarers are pictured at the Harris County, Texas, Democratic Party headquarters building. Among those in the photo are James Wheat, Leonilo Arano, Ursel "Buddy" Barber, A. Arzu, Omaha Redda, Paul Wade, Shwe Tun Aung and Mike Russo.



Prescription Meds Reminder

When a Seafarer is at the hiring hall and a job comes up, usually there is no problem making it to the ship within the span of a few hours. But when medication is a concern, the situation may become a bit more problematic.

With the current prescription mail order program (Prescription Solutions), Seafarers can get 90 days' worth of their maintenance medicines, which is usually adequate. But if they are going to be on a ship for six months, for example, and have only a 30-day supply of medicine on hand, what can they do?

There is no perfect solution in this case. However, if they want to take the job and they do need a drug refill, there are a couple options.

Time is of the essence in taking a pierhead jump. A member can obtain a prescription override form at the port office for required medications, immediately call their doctor and have him or her call in a new prescription to a nearby participating pharmacy, and then pick it up. As a last resort for late evening or weekend pierhead jumps, the member can call his or her doctor for the required medication, pick it up, pay for it out of pocket and then submit the receipt to the Seafarers Health and Benefits Plan (SHBP) for reimbursement.

It may happen that the doctor is not in the office that particular day, but by already having developed a relationship with one's caregiver, this should not be a problem. The Seafarer should communicate with his or her doctor beforehand, finding out the best way to contact the doctor after hours and on weekends in such cases. That could eliminate problems such as the one involving a pierhead jump.

The SHBP will do what it can to assist each SIU member in this predicament, but, ultimately, it is the responsibility of every Seafarer to be ready to take a shipboard job when it comes along. And that means being prepared by having the names, addresses and telephone numbers of their doctors and local pharmacies as well as a list of the medications they take.

The bottom line is that Seafarers who take prescription medications should plan ahead and do everything within reason to ensure they've got an adequate supply for the entire voyage.

Personals

Donna and Adrienne Cameron (daughters of Don and Joe Cameron) want to get in touch with the following individuals: Murphy Brown, Lugi Simcich, Don Mason and Red Pensiski. The Camerons can be reached at (503) 331-1306, P.O. Box 18097, Portland OR 97218-0097

AB Scott Alan Stokes

Your sister Tracey asks that you contact her by phone at either (951) 217-6588 or (951) 579-4534 or via email at venture567@gmail.com

January & February 2009 Membership Meetings

Piney Point.....	Monday: January 5, February 2
Algonac.....	Friday: January 9, February 6
Baltimore.....	Thursday: January 8, February 5
Boston.....	Friday: January 9, February 6
Guam.....	Thursday: January 22, February 19
Honolulu.....	Friday: January 16, February 13
Houston.....	Monday: January 12, February 9
Jacksonville.....	Thursday: January 8, February 5
Joliet.....	Thursday: January 15, February 12
Mobile.....	Wednesday: January 14, February 11
New Orleans.....	Tuesday: January 13, February 10
New York.....	Tuesday: January 6, February 3
Norfolk.....	Thursday: January 8, February 5
Oakland.....	Thursday: January 15, February 12
Philadelphia.....	Wednesday: January 7, February 4
Port Everglades.....	Thursday: January 15, February 12
San Juan.....	Thursday: January 8, February 5
St. Louis.....	Friday: January 16, February 13
Tacoma.....	Friday: January 23, February 20
Wilmington.....	Tuesday: January 20*, February 17*

(*Changes created by Martin Luther King Day holiday and Presidents' Day holiday)

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

Dispatchers' Report for Deep Sea

October 16, 2008 — November 15, 2008

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	3	1	1	2	0	0	4	5	1
Anchorage	1	4	2	0	3	0	0	1	7	4
Baltimore	7	3	2	5	4	0	1	12	4	2
Fort Lauderdale	8	5	4	15	4	1	10	14	21	6
Guam	3	6	1	1	4	1	0	5	6	3
Honolulu	6	9	0	6	3	0	3	15	16	0
Houston	33	30	3	33	21	5	22	69	42	4
Jacksonville	31	20	6	18	12	4	14	58	44	7
Joliet	1	3	0	0	1	0	0	1	4	0
Mobile	7	6	1	13	3	0	5	17	11	3
New Orleans	15	8	1	10	5	0	5	33	15	5
New York	37	32	5	33	16	0	21	75	57	13
Norfolk	13	14	7	12	20	2	6	23	24	8
Oakland	27	19	2	25	12	0	12	37	25	4
Philadelphia	3	8	2	2	4	1	2	5	11	3
Piney Point	1	3	11	0	3	6	0	1	11	5
Puerto Rico	6	7	0	7	5	0	6	10	15	1
St. Louis	0	6	1	3	6	0	1	1	8	1
Tacoma	33	25	8	29	16	2	21	67	46	9
Wilmington	31	17	3	27	15	1	13	39	31	11
Totals	265	228	60	240	159	23	142	487	403	90
ENGINE DEPARTMENT										
Algonac	0	3	1	0	1	1	0	0	3	0
Anchorage	0	2	0	0	1	0	0	0	3	1
Baltimore	2	2	0	3	3	0	2	3	5	1
Fort Lauderdale	9	5	2	9	2	1	4	12	13	2
Guam	1	3	0	0	1	0	0	2	5	2
Honolulu	8	1	1	7	0	1	4	11	4	1
Houston	16	11	1	12	6	0	9	28	21	2
Jacksonville	17	19	1	11	11	0	10	36	30	2
Joliet	1	0	0	0	1	0	0	2	0	0
Mobile	6	5	1	6	4	0	1	6	6	1
New Orleans	5	2	1	5	1	0	0	14	5	1
New York	23	14	1	10	7	1	6	31	22	3
Norfolk	8	14	3	7	10	1	2	14	23	7
Oakland	8	8	2	2	5	1	2	17	13	3
Philadelphia	2	1	1	0	1	1	0	4	1	0
Piney Point	1	3	0	0	3	0	0	1	1	0
Puerto Rico	1	3	0	0	4	0	0	6	7	1
St. Louis	1	2	0	1	1	0	0	1	6	1
Tacoma	12	11	2	10	11	0	10	27	27	5
Wilmington	14	10	0	9	9	1	3	19	17	3
Totals	135	120	17	92	83	8	53	234	212	36
STEWARD DEPARTMENT										
Algonac	3	1	0	1	0	0	0	3	3	0
Anchorage	0	2	0	0	0	0	0	0	2	0
Baltimore	1	1	0	1	0	0	0	2	1	1
Fort Lauderdale	4	3	0	8	3	0	3	11	12	0
Guam	0	1	1	0	0	1	0	4	4	1
Honolulu	12	6	0	6	2	0	3	15	6	0
Houston	17	7	0	16	7	0	11	32	11	1
Jacksonville	18	4	3	14	2	1	4	30	12	3
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	2	0	2	1	0	0	6	5	1
New Orleans	5	2	0	6	1	1	0	9	5	0
New York	15	7	0	15	3	1	7	28	15	2
Norfolk	7	7	0	5	5	0	2	14	19	1
Oakland	25	1	0	12	1	0	6	37	6	0
Philadelphia	2	0	2	0	0	0	0	5	1	2
Piney Point	3	2	0	2	0	0	0	2	2	0
Puerto Rico	3	1	0	2	1	0	0	2	3	0
St. Louis	0	2	0	0	0	0	0	0	3	0
Tacoma	21	4	0	9	3	0	6	30	6	1
Wilmington	16	8	3	16	3	0	8	35	13	5
Totals	154	61	7	115	32	4	50	265	130	18
ENTRY DEPARTMENT										
Algonac	1	0	2	0	0	1	0	1	2	5
Anchorage	0	2	0	0	2	0	0	0	1	1
Baltimore	1	1	0	0	4	0	0	1	2	1
Fort Lauderdale	0	4	7	0	5	1	0	0	11	16
Guam	0	3	0	0	0	0	0	0	6	1
Honolulu	1	8	5	1	0	3	0	2	11	10
Houston	5	19	8	2	17	6	0	5	37	7
Jacksonville	3	11	14	1	12	3	0	5	28	25
Joliet	0	0	1	0	0	0	0	0	1	2
Mobile	2	5	3	1	2	0	0	2	8	10
New Orleans	0	5	2	0	3	1	0	1	8	2
New York	9	15	6	1	6	1	0	15	52	18
Norfolk	1	12	17	0	9	2	0	1	26	31
Oakland	4	14	6	1	12	4	0	8	17	15
Philadelphia	0	0	0	0	0	0	0	0	0	1
Piney Point	0	2	25	0	0	18	0	0	3	10
Puerto Rico	0	3	0	0	0	0	0	0	9	0
St. Louis	0	0	0	0	0	0	0	0	1	0
Tacoma	9	14	4	5	12	0	0	9	22	10
Wilmington	4	9	10	2	6	2	0	6	20	18
Totals	40	127	110	14	90	42	0	56	265	183
Totals All Departments	594	536	194	461	364	77	245	1042	1010	327

**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 Corgay, Vice President Gulf Coast
Nicholas J. Marrone, Vice President West Coast
Joseph T. Soresi, Vice President Atlantic Coast
Kermett Mangram, Vice President Government Services
René Lioeanjie, Vice President at Large
Charles Stewart, Vice President at Large

HEADQUARTERS

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(301) 899-0675

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

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

HONOLULU

606 Kalihi St., Honolulu, HI 96819
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HOUSTON

1221 Pierce St., Houston, TX 77002
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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

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3911 Lapalco Blvd., Harvey, LA 70058
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635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
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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

SHBP Offers Scholarships for Members, Dependents

Eight scholarships are available to Seafarers, their spouses and dependent children who are planning to further their education during the 2009 school year.

Made available through the Seafarers Health and Benefits Plan (SHBP), the scholarships collectively are designed to ease the financial challenges associated with attending college and vocational schools. Three of the awards are reserved specifically for SIU members. One is in the amount of \$20,000 and is targeted for a student who plans on studying at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The remaining five endowments—

each in the amount of \$20,000—will be awarded to the spouses and dependent children of Seafarers.

To be considered for each of these funding opportunities, interested individuals need only apply; SHBP officials say now is an ideal time to start the application process. The first step in this procedure is to request a copy of the 2009 SHBP Scholarship Program booklet. To receive a copy of this guide, interested individuals should fill out the form below and return it to the address provided.

Once the scholarship booklet has been received, applicants should then check the eligibility information. If eligible, applicants should then start collecting some of the other paperwork which must

be submitted along with the full application. All application packages must be completed and mailed back to the SHBP Scholarship Program Office by April 15, 2009.

Among the items required are transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, applicants are encouraged to request these items at their earliest possible convenience. The sooner these requests are made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals. Photographs of the applicant as well certified copies of their birth certificates also need to be included.



Once all packages have been received by the SHBP Scholarship Program Office, they will be examined and evaluated by a scholarship selection committee. This group, consisting of a panel of professional educators, will review the high school grades of all applicants as well as evaluate scores from their Scholastic Aptitude Tests (SAT) and American College Tests (ACT). Accordingly, arrangements should be made by applicants who have not done so to take these tests no later than February 2009. Doing so will virtually assure that the results reach the evaluation committee in time for review.

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

Don't allow the rapidly increasing costs of higher education prevent you from realizing your goals—the SHBP Scholarship Program can make a real difference.

Please send me the 2009 SHBP Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name

Mariner's Social Security Number

Street Address

City, State, Zip Code

Telephone Number().....

This application is for: Self Dependent

Mail this completed form to:

Scholarship Program
Seafarers Health and Benefits Plan
5201 Auth Way
Camp Springs, MD 20746

12/08

Pic-From-The-Past



This photo appeared in the April 15, 1955 *Seafarers LOG*. Shown are Seafarers from the *Del Sud* as they unwind at a dockside canteen in Buenos Aires, Argentina in 1940. Pictured (from the left) are Joe Martello, Danny Byrnes, Percy Boyer, Eddie Parr and Frenchy Mouton. The individual (whose name is not known) third from the left is a local shoemaker who joined the mariners for refreshments.

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

Welcome Ashore

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

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



DEEP SEA

GEORGE KEBLIS

Brother George Kebelis, 65, joined the SIU in 1991 in the port of Wilmington, Calif. Brother Kebelis initially sailed on the

Gemini. He was born in Brownsville, Pa. Brother Kebelis, who sailed in the deck department,

enhanced his skills on numerous occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His final voyage was aboard the *Liberator*. Brother Kebelis is a resident of Hemet, Calif.



DANIEL KRESCONKO

Brother Daniel Kresconko, 65, started shipping with the Seafarers in 1991. Brother Kresconko first

went to sea on the *Diamond State* as a member of the engine department. The New York-born mariner upgraded frequently at the



Piney Point school. Brother Kresconko most recently worked aboard the *1st Lt. Jack Lummus*. He makes his home in South Daytona, Fla.

WARREN LOMBARD III

Brother Warren Lombard III, 52, became a union member in 1980 while in Piney Point, Md. Brother Lombard was born in Louisiana and sailed in the steward department. His first voyage was on the *Virgo*. Brother Lombard often took advantage of the educational opportunities available at the Paul Hall Center. He was last employed aboard the *ATB Freeport*. Brother

Lombard calls Dothan, Ala., home.

JOHN PARKER

Brother John Parker, 65, donned the SIU colors in 1968. Brother Parker originally shipped on the *Wayne Victory*. The deck department member was born in Georgia. In 1972, Brother Parker attended classes at the Seafarers-affiliated school in Piney Point, Md. His final trip to sea was aboard the *Point Revere*. Brother Parker resides in Jacksonville, Fla.

HERMAN REYNOLDS

Brother Herman Reynolds, 62, began sailing with the Seafarers in 1990. Brother Reynolds' first ship was the *USNS Pollux*; his most recent was the *USNS Dahl*. He was born in Chattanooga, Tenn. Brother Reynolds was a member of the deck department. He attended the maritime training center in Piney Point, Md., in 2001. Brother Reynolds lives in Whitehall, Pa.

DAVID ROJAS

Brother David Rojas, 71, joined the SIU ranks in 1964. He initially sailed on the *Steel Design*. Brother Rojas worked as a member of the engine department. His last voyage was aboard the *Economy*. Brother Rojas is a resident of Destin, Fla.

JOHN SCHOENSTEIN

Brother John Schoenstein, 59, started shipping with the union in 1968 while in the port of New York. Brother Schoenstein's first trip was on the *Manhattan*. The deck department member was born in New York. Brother Schoenstein enhanced his seafaring abilities numerous times at the Seafarers-affiliated school in Piney Point, Md. His most recent



We've Heard of Shipboard Security, but this is Ridiculous



Despite appearances, this photo from the Seafarers-crewed *Tyco Dependable* doesn't signal a return to the grim days when U.S. mariners were treated as virtual prisoners. Instead, Seafarers (from left) AB John Cedeno, Bosun Sanyboy Whiting, OS Richard Murray and AB Paa Kwakye are showing off their Halloween costumes while the vessel is in Europe installing fiber-optic cable.

voyage was aboard the *SLMP-993 Oakland*. Brother Schoenstein settled in North Las Vegas, Nev.

CARLOS SOTO

Brother Carlos Soto, 65, began his SIU career in 1970. Brother Soto initially shipped with Michigan Tankers Inc. He was born in Puerto Rico and worked in the deck department. Brother Soto upgraded his skills often at the Piney Point school. His final voyage took place aboard the *Maersk Arkansas*. Brother Soto makes his home in Palm Bay, Fla.

INLAND

ROBERT DOLLIVER

Brother Robert Dolliver, 56, became a union member in 1978 while in the port of Wilmington, Calif. Brother Dolliver is a Virginia native. He originally sailed in the deck department of a Lynnhaven Services vessel. In

1998, Brother Dolliver attended classes at the Paul Hall Center. His last trip to sea was with South Bay Barge Inc. Brother Dolliver calls Long Beach, Calif., home.

LARRY FLOWERS

Brother Larry Flowers, 65, was born in North Carolina. Brother Flowers donned the SIU colors in 1977. He primarily shipped with C.S. Willis Inc. Brother Flowers now resides in Hobucken, N.C.

RICHARD FORREST

Brother Richard Forrest, 62, joined the union in 1967 while in the port of New York. Brother Forrest visited the Piney Point school on three occasions to enhance his seafaring abilities. His first voyage was aboard the



Western Comet. Brother Forrest was born in Pennsylvania and sailed in the deck department. He was last employed with Maritrans Operating Company. Brother Forrest is a resident of Scotrun, Pa.

GREAT LAKES

LARRY WILCOX

Brother Larry Wilcox, 62, started shipping with the SIU in 1998 in Detroit. Brother Wilcox mainly sailed on Luedtke Engineering Company vessels. In 2001, he took advantage of educational opportunities available at the union-affiliated school in Piney Point, Md. Brother Wilcox was a member of the deck department. He lives in his native state of Minnesota.



This Month In SIU History

1940

The Seafarers International Union remained undefeated in representation elections by winning a National Labor Relations Board election aboard Calmar Line ships by a vote of 323-9. Of 340 seamen who voted, only nine voted against the union and eight ballots were ruled invalid by the board. The lopsided victory was the third recent success for

the SIU in representation elections to represent seamen working aboard P&O and Baltimore Insular Line ships. The fact that the SIU has never lost a representation election in the two years since the union was founded shows that working seamen consider it the best organization to represent their interests.

1949

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

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

1962

SIU member James McLaughlin was walking to his Boston home when he saw a mother holding her six-month-old son out of a third-floor window to protect him from fire and smoke. The mother's arms were shaking and weakening when McLaughlin ran below window. As he did, the mother lost hold of the child. McLaughlin then grabbed the child in his arms and fell backward to further cushion its fall. The child survived in fine condition but the mother suffered from smoke inhalation and burns suffered as she sheltered the child.

1993

Seafarers aboard the integrated tug-barge *ITB Groton* rescued seven Cuban refugees they spotted amidst heavy seas 30 miles north of Cuba. The refugees were afloat on a homemade raft consisting of eight inner-tubes held together with steel wire. The refugees were at sea for seven days and had not eaten in that time nor had water for several days. They told the crew the only provisions they took with them included two air pumps for the inner-tubes, some water, a lemon and some raw fish.

Final Departures



DEEP SEA

SHIRLEY ADKINS

Sister Shirley Adkins, 70, passed away Aug. 18. She became an SIU member in 1989. Sister Adkins was born in Whitesburg, Ky., and sailed in the steward department. Her first ship was the *USNS Invincible*; her last the *USNS Soderman*. Sister Adkins was a resident of Jacksonville, Fla.

RONNIE BOND

Brother Ronnie Bond, 58, died Aug. 23. He joined the Seafarers in 1967 while in the port of New Orleans. Brother Bond initially shipped aboard the *Margaret Brown*. The engine department member was born in Mississippi. Brother Bond most recently worked on the *USNS Bellatrix*. He continued to live in his native state.

JACK DIXON

Pensioner Jack Dixon, 72, passed away Aug. 17. He first donned the SIU colors in 1964. Brother Dixon's first voyage was aboard the *Los Angeles*. He last sailed in the engine department of the *Patriot*. Brother Dixon retired in 2000 and made his home in England.



O.C. JACOBS

Pensioner O.C. Jacobs, 84, died Sept. 20. Brother Jacobs was born in Louisiana. He started sailing with the MC&S (Marine Cooks & Stewards) prior to that union's merger into the SIU. Brother Jacobs worked in the steward department. His final voyage took place on the *Delta America*. Brother Jacobs went on pension in 1979 and called Antioch, Calif., home.



ANTHONY NOTTURNO

Pensioner Anthony Notturmo, 84, passed away Sept. 1. Brother Notturmo joined the SIU ranks in 1951. He initially shipped with Cabin Tanker Inc.

as a member of the deck department. Brother Notturmo was born in Philadelphia. Before his retirement in 1986, he sailed aboard the *Oakland*. Brother Notturmo resided in Villas, N.J.



LARRY RUST

Pensioner Larry Rust, 62, died Oct. 3. Brother Rust began shipping with the MC&S in 1970 while in the port of San Francisco. He was born in Rice Lake, Wisc., and worked in the steward department. Brother Rust's final trip to sea was on the *President Polk*. He started collecting his pension in 1981 and lived in Houston.



GENE SEXTON

Pensioner Gene Sexton, 81, passed away Oct. 10. Brother Sexton became a Seafarer in 1956 while in the port of New Orleans. His first voyage was aboard a Seatrain Lines Inc. vessel. Brother Sexton was born in Tennessee. He last sailed in the deck department of the *USNS Algol*. Brother Sexton was a resident of Spring City, Tenn. He retired in 1987.



CHARLIE WILLIAMS

Pensioner Charlie Williams, 79, died Aug. 26. Brother Williams donned the SIU colors in 1966. He originally sailed with Waterman Steamship Corporation. Brother Williams was born in the Philippines. He shipped in the engine department. Brother Williams' most recent voyage was aboard the *Cape Carthage*. He continued to reside in the Philippines. Brother Williams went on pension in 1995.



MOODY WILLIS

Pensioner Moody Willis, 87, passed away Aug. 22. Brother Willis started sailing with the union in 1948. His first ship was the *McKettrick*; his last the *Boston*. Brother Willis was a member of the engine department. He began his retirement in 1981 and made his home in Virginia.



INLAND

FRANCIS O'NEILL

Pensioner Francis O'Neill, 75, died Oct. 4. Brother O'Neill was born in Philadelphia. He joined the SIU in 1957. Brother O'Neill initially sailed with Taylor Marine Towing Company. He called West Chester, Pa., home and started receiving his retirement compensation in 1998.

GREAT LAKES

EUGENE DAOUST

Pensioner Eugene Daoust, 74, passed away Oct. 5. Brother Daoust, a member of the engine department, began sailing with the Seafarers in 1953 from the port of Fort Lauderdale, Fla. He originally shipped with Inland Lakes Management. Brother Daoust was born in Alpena, Mich. He most recently sailed aboard an American Steamship Company vessel. Brother Daoust went on pension in 1979. He continued to live in Michigan.



JOSEPH DEVOGEL

Pensioner Joseph Devogel, 78, died Sept. 21. Brother Devogel signed on with the Seafarers in 1958 while in the port of

Duluth, Minn. His earliest voyage was with Tomlinson Fleet Corporation. Brother Devogel sailed in the deck department. His final trip to sea was on the *JAW Iglehart*. Brother Devogel continued to reside in his native state of Wisconsin. He became a pensioner in 1992.



JOSEPH SEVIGNEY

Pensioner Joseph Sevigney, 86, passed away Aug. 5. Brother Sevigney first donned the SIU colors in 1952 while in the port of Detroit. He sailed in the engine department, originally aboard a Bulk Transport Inc. vessel. Brother Sevigney's last voyage was on the *Steel T. Crapo*. He was born in New Hampshire but settled in Alpena, Mich. Brother Sevigney retired in 1987.

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

Name	Age	DOD
Apshire, Lonnie	66	October 14
Baerga, Juan	84	September 2
Burda, Stanley	92	October 11
Butler, Jesse	85	October 3
Diaz, Cecilio	86	September 15
Dingwall, David	88	September 24
Durant-Bey, Charles	77	August 17
Flores, Antonio	79	September 19
Frazer, Frank	82	October 15
Gillis, Alfred	84	October 2
Gully, Willie	84	September 30
Hernandez, Carlos	90	September 16
Hsieh, Ming	94	September 22
Jenkins, Robert	86	October 13
Lima, Carlos	93	September 21
Lindo, Carlton	88	September 19
Martinez, Ezequiel	95	October 6
Marvin, Clifford	83	September 27
Montgomery, Winfred	85	October 5
Motley, John	80	October 10
Ramos, Manuel	91	October 5
Resendez, Manuel	82	September 22
Tedesco, Victor	80	October 15
White, Charles	68	September 19
Whitley, Willie	83	October 4
Wiggins, Willie	91	September 20
Wood, Samuel	81	September 18
Woodley, Harold	103	September 25

Digest of Shipboard Union Meetings

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

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

VIRGINIAN (Sealift Tankships Inc.), Aug. 31 – Chairman **Laurentis Colbert**, Secretary **Leanne Smith**, Deck Delegate **Timothy Squires**, Engine Delegate **Michael Brown**. Chairman reported successful voyage and reviewed ship's itinerary. Discussion was held regarding requirements for medical benefits. No beefs or disputed OT reported. Request was made for another washer and dryer due to increased usage while military personnel are aboard. Next port: Souda, Crete, Greece.

ITB NEW YORK (USS Transport), Sept. 21 – Chairman **Calvin M. Miles**, Secretary **Milton M. Younnett**, Educational Director **Ronnie L. Day Jr.**, Deck Delegate **Kelvin W. Johnson**, Steward Delegate **William H. Kane**. Chairman reminded departing crew to leave rooms and showers clean for mariners coming aboard. Secretary thanked crew for helping keep house clean. Educational director asked all Seafarers to check expiration date on z-card. No beefs or disputed OT reported. Suggestion was made to increase pension benefits. Steward department was thanked for a job well done. Next ports: Tampa, Fla. and Corpus Christi, Texas.

OCEAN ATLAS (Pacific Gulf

Marine), Sept. 21 – Chairman **Jerry Borucki**, Secretary **Ronald D. Jones**, Deck Delegate **Christopher Bryant**, Engine Delegate **John J. Leahey**. Chairman noted smooth sailing and reminded mariners to act in a responsible manner aboard vessel and ashore. Educational director advised members to keep necessary seafaring documents current. No beefs or disputed OT reported. Request was made for direct deposit.

SULPHUR ENTERPRISE (Central Gulf Marine), Sept. 30 – Chairman **Jesse L. Mixon**, Secretary **Darryl K. Goggins**, Educational Director **Glenn G. Barnes**, Deck Delegate **Shaun C. Liles**, Engine Delegate **Juan Marin**, Steward Delegate **Audrey Brown**. Chairman talked about TWIC cards and suggested mariners read the *Seafarers LOG* to stay informed of the latest information. Secretary urged those getting off vessel to leave rooms clean and supplied with fresh linen. Educational director encouraged members to take advantage of LNG classes offered at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Crew expressed gratitude to the steward department for the extra effort they put in. Next port: Galveston, Texas.

FLORIDA (Maersk Line Limited), Oct. 5 – Chairman **Thomas W. Grosskurth**, Secretary **Daniel L. Wehr**, Deck Delegate **Monroe G. Monseur**, Engine Delegate **Robert Laidler**, Steward Delegate **Alfrancis M. Bauzon**. Bosun announced payoff Oct. 10 in Charleston, S.C. He reported a smooth, safe trip. Educational director urged crew to check out what the union-affiliated school had to offer and keep documents current. No beefs or disputed OT reported. Motion was made to decrease time required to qualify for pension benefits and increase pension amounts to meet cost of living increases. Vote of thanks given to the steward department. Next port: Charleston, S.C.

MAERSK GEORGIA (Maersk Line Limited), Oct. 1 – Chairman **Brian P. Corbett**, Secretary **Kristin L. Krause**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Arsenio I. Obenza**, Engine Delegate **Vince T. Cueva**, Steward Delegate **Rudolf Gibson**. Chairman discussed ship's itinerary, including scheduled boarding by U.S. Coast Guard personnel in Newark, N.J. Educational director advised mariners to check z-cards and apply for TWIC card as soon as possible, since deadline for mariners is in April 2009. No beefs or disputed OT reported. Request was made for better e-

mail system for privacy. Crew discussed current engine-department ratings and duties.

MAERSK VIRGINIA (Maersk Line Limited), Oct. 5 – Chairman **John J. Williamson**, Secretary **Alexander Banky III**, Educational Director **Rahul Bagchi**. Chairman announced payoff in Newark, N.J., on March 13. He reminded Seafarers that have yet to get their TWIC card to apply soon as time is running out. He noted they will not be able to ship without it. Secretary urged members to vote in union elections. He also advised them to read the *Seafarers LOG* to stay informed of changes to benefit and shipping rules as they may occur. Mariners were encouraged to contribute to SPAD (Seafarers Political Activity Donation). Educational director encouraged crew members to enhance their seafaring abilities at the Piney Point school. Treasurer stated \$1,240 in ship's fund. No beefs or disputed OT reported. It was reported that dryer on E deck was not working properly. Steward department was thanked for great meals. Next ports: Newark, N.J.; Norfolk, Va.; and Charleston, S.C.

OVERSEAS DILIGENCE (OSG Ship Management), Oct. 7 – Chairman **Reggie A. Watkins**, Secretary **Mary L. Smith**, Educational

Director **Geoffrey P. Denesse**, Steward Delegate **Kenneth R. Kelly**. Chairman emphasized the importance of following instructions the first time they are given. Secretary thanked crew members for their efforts in keeping house clean. Educational director recommended Seafarers visit the maritime training center in Piney Point, Md., to upgrade skills. No beefs or disputed OT reported. Crew discussed use of sailing board.

WESTWARD VENTURE (Interocean American Shipping), Oct. 12 – Chairman **Randal E. Evans Jr.**, Secretary **Robert S. Davis**, Educational Director **Randy D. Slue**, Deck Delegate **Carl W. Davis**, Steward Delegate **Stephen E. Johnson**. Chairman announced payoff Oct. 18 in Charleston, S.C. He asked members to leave rooms clean and supplied with fresh linen. Secretary advised crew to read the *Seafarers LOG* and check the bulletin board for new postings. Educational director urged mariners to upgrade skills often at the Paul Hall Center. He suggested applying early for TWIC cards to avoid rush as April 2009 is approaching quickly. Beef reported in the deck department; no disputed OT. Inquiry was made concerning reimbursement of baggage fees. Next port: Charleston, S.C.

Mariners Sail in Solidarity For Maersk's Safety Program



SIU crew members aboard the Seafarers-contracted *Maersk Missouri* recently enjoyed Veterans' Day while steaming through the Gulf of Aden. The mariners used the occasion to show their solidarity with Maersk Line Limited's (MLL) "Drive to Zero" initiative, a hands-on program designed to assist employees (mariners and shoreside personnel alike) in focusing on safety and teamwork to make the workplace as safe as possible. Aboard the vessel and posing with a cake made especially for the show of solidarity (above, from the left, kneeling and seated) were Emilio Ordaniel, Charlotte Chastain, Mark Jones, Brian McEleney, Billy Gigante, Jeff Levie and Paul Castillo. Standing in the back row (from the left) are Tody Vo, Steve Hamre, Dan Murley, Mohyeldeen El-Abbasi, Max Lacayo, Sal Inrahim, David Loison, David Shellock, Xavier Normil, Oliver Balico and Angel Corchado. As suggested by the Drive to Zero initiative title, its goal is to drive down unsafe and environmental incidents as close to zero as possible or eliminate them altogether. In this regard, one of the key steps MLL took toward enhancing safety was to partner with the SIU-affiliated Paul Hall Center for Maritime Training and Education to provide unlicensed mariners a two-day safety course called "Safety Boot Camps." According to MLL, the boot camps are integral in the company's approach to Drive to Zero. The agenda focuses on leadership and effective communications as well as more technical topics such as job safety analysis and prevention of electric shocks.

Summary Annual Report Seafarers Money Purchase Pension Plan

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$3,410,262. These expenses included \$847,117 in administrative expenses and \$2,563,145 in benefits paid to participants and beneficiaries. A total of 20,960 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$70,629,761 as of December 31, 2007 compared to \$49,919,701 as of January 1, 2007. During the plan year the plan experienced an increase in its net assets of \$20,710,060. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$9,980,558, including employer contributions of \$6,866,622, employee contributions of \$125,366, gains of \$1,188,130 from the sale of assets and earnings from investments of \$1,800,440.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Assets held for investment; and
3. Information regarding any common or collective trust, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$1.95 for the full report, or \$0.15 per page for any part thereof.

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

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

Summary Annual Report Seafarers Health and Benefits Plan

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$100,256,894 as of December 31, 2007 compared to \$65,553,297 as of January 1, 2007. During the plan year the plan experienced an increase in its net assets of \$34,703,597. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$79,037,345. This income included employer contributions of \$73,065,946, realized gains of \$237,879 from the sale of assets and earnings from investments of \$5,583,294. Plan expenses were \$44,333,748. These expenses included \$8,659,368 in administrative expenses and \$35,674,380 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746, 301-899-0675. The charge to cover copying costs will be \$2.70 for the full report, or \$0.15 per page for any part thereof.

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

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

Summary Annual Report MCS Supplementary Pension Plan

This is a summary of the annual report for the MCS Supplementary Pension Plan, (Employer Identification No. 51-6097856, Plan No. 001) for the period January 1, 2007 to December 31, 2007. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$611,043. These expenses included \$209,881 in administrative expenses and \$401,162 in benefits paid to participants and beneficiaries. A total of 949 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,143,400 as of December 31, 2007 compared to \$8,253,399 as of January 1, 2007. During the plan year the plan experienced a decrease in its net assets of \$109,999. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had total income of \$501,044, including gains of \$174,555 from the sale of assets and earnings from investments of \$324,529.

The plan has a contract with Prudential Retirement Insurance Annuity Company which allocates funds toward individual policies.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of: Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, Maryland 20746, 301-899-0675. The charge to cover copying costs will be \$4.95 for the full report, or \$0.15 per page for any part thereof.

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

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

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

Union Member Rights

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

guards against improper discipline.

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

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

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

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

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

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

Union Officer Responsibilities

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

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

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the first few months of 2009. All programs are geared to improving the job skills of Seafarers and to promoting the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 19	February 13
Lifeboatman/Water Survival	January 5	February 16

Engine Upgrading Courses

Advanced Container Maintenance (Refer)	January 5	January 30
Basic Auxiliary Plant Operations (BAPO)	February 2	February 27
Junior Engineer	March 9	May 1
FOWT	February 2 March 2	February 27 March 27
Marine Electrician	January 5	February 27

Safety Specialty Courses

Basic Firefighting/STCW	February 16 March 30	February 20 April 3
Government Vessels	February 23 April 6	February 27 April 10

Steward Upgrading Courses

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

Certified Chief Cook/Chief Steward

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

Academic Department Courses

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

Adult Basic Education (ABE)

English as a Second Language (ESL)

College Program

Preparatory Course (when applying, students should list the name of the prep course desired on upgrading application)

Online Distance Learning Courses

Students **MUST** have access to the internet with an e-mail address in order to take the classes below:

DL Environmental Awareness

DL Hazmat Control & Mgmt

DL Hearing Conservation

DL Heat Stress Mgmt

DL Shipboard Pest Mgmt

DL Respiratory Protection

DL Shipboard Water Sanitation

The foregoing classes are taken at home, not at the Paul Hall Center. Please be sure to provide an email address (printed neatly) on the application when applying.

Upgrading Course Guide Coming Soon

A future edition of the *Seafarers LOG* will contain a complete guide of all the upgrading courses available to students in 2009 at the SIU-affiliated Paul Hall Center for Maritime Training & Education in Piney Point, Md.



Important Notice

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone (Home) _____ (Cell) _____

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 _____

Home Port _____

E-mail _____

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 _____

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, 1995 STCW Certificate and valid SHBP Clinic Card.

COURSE	START DATE	DATE OF COMPLETION
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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. Not all classes are reimbursable.

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. 12/08

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 707 – Unlicensed apprentices from Class 707 recently completed the water survival course. Those graduating (above, in alphabetical order) were: William Bennett, Sarah Billingsley, Rashid Body, Ernest Bullock Jr., Alexandra DeJesus, Romer Garrido, James Grant, Mark Hayes, Ryan Klinewski, Celso Maldonado Rivera, Pedro Marcial-Sanchez, Michelle Mason, Wendy McLauren, Xavier Normil, Jonathan Rivera, Andre Robinson Sr., James Smith, Michael Spirit, Ternillia Thomas, William Thomas and Leticia Vazquez. (Note: Not all are pictured.)



Water Survival – Nine upgraders on Sept. 26 completed this 60-hour course. Those graduating (above, in alphabetical order) were: Dionce Bright, Corey Covington, Timothy Culwell, Cirico Geonanga Jr., Alonzo Griswell, Orlando Herrera, Jose Martinez, Paublito Ramos-Ortiz and Cade Vaussine. Their instructor, Bernabe Pelingon, is at far right.

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



Medical Care Provider – The following individuals (above, in alphabetical order) on Sept. 19 completed this course: Greg Allman, Randall Brown, David Goodwin, Sherwood Lewis Jr., Jackie Pruitt, Russell Shores, Timothy Thomas and Jonathan West Sr.



Medical Care Provider – The following upgraders (above, in alphabetical order) on July 19 completed this course: Marie Acosta, Adam Begleiter, Troy Fleming, Douglas Foley, James Knute, Richard Lydon, Glen McCullough, Philander Walton and Donald Young.



Helicopter Fifefighting (AMSEA) – Eleven individuals on Sept. 29 completed this course. Those graduating (above, in alphabetical order) were: Anthony Bonin, Glen Burke, Charles Christiansen, William Devers, James Donohue, David Eddy, Todd Gallagher, Douglas Garee, Jacob George, Joseph Krajnik and Nathaniel Sherrill. Their instructor, Tom Truitt, is at far right. (Note: Not all are pictured.)



STCW – Twenty upgraders on Sept. 19 completed this course. Those graduating (above, in alphabetical order) were: Mian Ahmad, Eric Coleman, Romeo Cruda, Joven DeOcampo, Hugh Greene, Kris Hopkins, Thomas Keseru, Paul McDonnell, Darrin Murray, Paul Mutta, Emanuel Paul, Paul Pitcher, Gilbert Regaldo, Jacqueline Sivals, Don Simmons-Gregory, Gregory Smith, Jared Smith, Jamaal Waring, Kenneth Washington and Jeffrey Wise Sr. (Note: Not all are pictured.)

Paul Hall Center Classes



STCW (Express Marine) – The following mariners (above, in alphabetical order) on Oct. 3 completed this course: Colin Bridgman, Thomas Croskett, Michael Daniels, James Dixon, Jim Dutton, Dennis Gaskill Jr., Jerry Harper, Albin Henries, Richard Hurst, Guy Ireland, Garnett Leary Jr., Roland Mason Jr., Willie Midgette, Scott Noble, Edward Parks Jr., Terry Popperwill, Jerod Register and Foster Watts. Express Marine Rep. Keith Kirkeide is ninth from the right. The class instructor, Mark Cates, is at the far right.

Small Arms – Seven individuals completed training in this course on Oct. 19. Those graduating (above, in alphabetical order) were: Asaad Al Waseem, Stanley Boothe, Richard Cannady, Allen Faulks, Phillip Forman, Peter Fulcher and Robert Taylor.



Welding – The following upgraders (above, in alphabetical order) completed this course Sept. 26: Robin Bourgeois, William Dukes, Dallon Garnett, Alexander Rhodes, Jesse Turner and Steven Wilson. Buzzy Andrews, their instructor, is second from the left.

Tankship Familiarization – Thirteen Seafarers on Oct. 3 completed upgrade training in this course. Those graduating (above, in alphabetical order) were: Joseph Brown, Romeo Cruda, Joven DeOcampo, Basil D'Souza, Luis Irias, Thomas Keseru, Brett Lange, Cosmo Palomba, Emanuel Paul, Gilbert Regalado, Don Simmons-Gregory, Richard Thompson and Jamaal Waring. Their instructor, Jim Shaffer, is at the far right.



Helicopter Firefighting (Swift) – Nine Seafarers on Oct. 3 completed this course. Those graduating (above, in alphabetical order) were: Leo Batiste, Rafael Chow, Jimmy Cordova, Andres Cruz, Vladimir Filip, Bryan Fletcher, Richard Fugit, Russell Lino and Oscar Pena. Their instructor, Steve Stockwell, is at the far left.

GMDSS – The following individuals (above, in alphabetical order) on Sept. 23 completed this course: David Blue IV, Scott Chew, Carlos Gibbons, Calvin Kaawa, John Lee, Karl Mayhew, Robert Walker III and Kadatema Yague.



Advanced Container Maintenance – Four upgraders on Sept. 26 graduated from this course. Those completing the training (above, in alphabetical order) were: James Donohue, Elwyn Ford, Steven Haver and Joseph Krajnik. Calvin Beal, their instructor, is at the far right.

BST (Hawaii) – The following individuals (above, in no particular order) on Oct. 3 completed this course at the Barbers Point, Hawaii-based Seafarers Training Center: Ethel Harada, Donna Austin, Karliah Butler, Kalae Balino and Jelena Malenica.



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Booms are deployed as part of the school's oil spill prevention and containment training.



Center Places Premium on Environmental Protection

SIU-Affiliated Maritime Training School Promotes 'Culture of Safety'

Having spent more than two decades teaching at the Paul Hall Center for Maritime Training and Education, Jim Shaffer easily recognizes when students are truly "locked in" on the subject matter as opposed to merely getting by.

When it comes to environmental training, it's no stretch to say the students' eyes and ears are wide open.

"It's very easy to get their attention when we start talking about, for example, oil spills and our duties aboard barges and tank ships," Shaffer observes. "Our emphasis is on prevention, but we make students deeply aware of problems that can occur in loading and discharging procedures if the operation isn't given our utmost focus. We also equip them with the skills and knowledge of what to do in case an accident occurs."

Shaffer teaches tankerman and hazardous-materials courses, which are only some of the dozens of environment-related classes available at the Piney Point, Md.-based school.

Affiliated with the Seafarers International Union, the Paul Hall Center (named after an outstanding past president of the SIU) offers more than 70 U.S. Coast Guard-approved courses. Many of those classes specifically pertain to safeguarding the environment, while others contain at least one or two related components.

Don Nolan, vice president of the school, first arrived on the waterfront campus in 1968, one year after it opened. Asked if it's accurate to say that environmental safety is fully ingrained in the school's culture, he quickly replies, "That's the absolute truth. Certainly, it has grown over the years, particularly after the enactment of the Oil Pollution and Prevention Act of 1990, but it goes back even further. It would be shorter to list the classes that don't involve environmental safety than those that do."

Nevertheless, there are some courses that may be considered staples of the center's environmental training. They include a one-week oil spill pre-

vention and containment course; tankerman-person in charge (PIC); cargo handling and stowage; emergency procedures; pumpman; basic and advanced fire fighting; marine refrigeration technician; marine refrigerated containers maintenance; inland engine room troubleshooting and casualty control; tank ship familiarization/liquefied gases (LNG); damage control; underway replenishment; oil spill response; HAZMAT first responder; HAZMAT incident commander; passenger vessel safety; confined-space safety and rescue, and others. Those curriculums and others are updated in order to remain current and compliant.

Most of the aforementioned classes involve hands-on training, some of which takes place at the center's cutting-edge Joseph Sacco Fire Fighting and Safety School, a satellite campus located just a couple of miles away. The safety school (named in memory of the late SIU Executive Vice President Joe Sacco) opened in 1999, and it serves as a good example of the Paul Hall Center's dedication to the environment. For instance, the fires are set using propane, while smoke is generated via "clean" machines that don't affect the environment or disturb local wildlife. The water used for training is pumped from and recycled to a pond – it receives treatment in both directions, and actually returns to the pond cleaner than when it left.

J.C. Wiegman, Paul Hall Center director of training, points out that not all of the school's training takes place in Piney Point. For decades, and as needed, the Paul Hall Center has offered courses at various ports across the nation, including a long series of EPA-approved refrigeration classes in the mid-1990s. The school regularly partners with local fire fighters and other local entities in offering various safety training, including conducting emergency response drills.

He also notes that while personal

safety and protecting the environment are important in their own rights, there are other considerations on this subject. One is the cost of the ships and tugs and barges and other marine equipment utilized on the job. Another is potential liability – not a small matter, as most recently evidenced by the widely publicized spill in the Mississippi River in July.

"It costs money if you spill oil in the water," Wiegman says. "The crew has to know that if they have an accident it's going to cost the company. That's been part of our teaching here forever, but now it's widespread throughout the industry."

Like Shaffer, Wiegman notes that although the school emphasizes prevention, students also learn in great detail how to respond in case of an incident. He, too, sees an encouraging pattern in the students' focus on the environment, whether they are enrolled in the entry-level program or returning to campus for vocational upgrading.

"The trainees who are first exposed to it are fully enveloped in learning all the things about protecting themselves," states Wiegman, a U.S. Navy veteran. "After they've learned about environmental laws and regulations, along with personal protective equipment and its use, you might think they wouldn't retain it. But, in the merchant marine we have to renew basic fire fighting every five years and we have to renew first aid and CPR training every two years. There are constant safety reminders aboard ship, both in writing and in the form of drills. As you get out on the ships, you realize you never stop learning about being safe and doing the right thing."

He concludes, "If you develop a safety culture, it starts with the entry-level person but it never stops. That's what we try to do at the Paul Hall Center – develop a culture of safety and awareness with everyone, regardless of what type of ship they're on. We always need to be safe."



Hands-on training is an important component of numerous classes, including marine refrigerated containers maintenance (above).