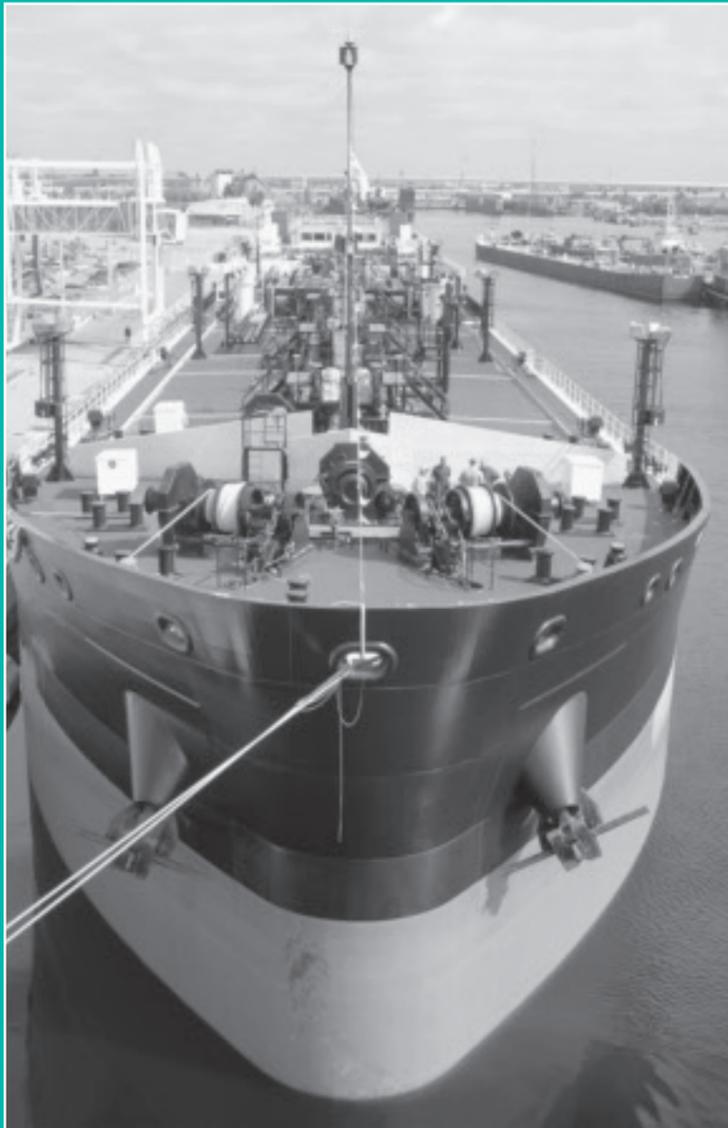




The Seafarers Log

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

Crowley Expands ATB Fleet



Tug Achievement, Barge 650-8 Are Newest Additions

SIU-contracted Crowley Maritime Corporation recently christened the articulated tug-barge tank vessel *Achievement/650-8*. The barge is pictured at left while the tug is at right. Some of the Seafarers who attended the ceremony, which took place in Tampa, are shown below. The state-of-the-art ATB is part of a series of new builds for Crowley – it is the eighth of 10 new 185,000-barrel ATBs that the company is scheduled to launch by 2011. Also being built for Crowley (with delivery expected by the end of 2012) are three other ATBs with capacities of 330,000 barrels. Page 3.



SIU Delivers For Deep Freeze

Seafarers aboard the *USNS Paul Buck* and the *American Tern* earlier this year helped deliver vital cargo to the National Science Foundation's McMurdo Station in Antarctica. The voyages were part of an annual resupply mission known as Operation Deep Freeze. Pictured below, U.S. Navy Secretary Ray Mabus (second from right) meets with SIU members (from left) Chief Cook Sherman Harper, Chief Steward Gregory Broyles and SA Wilma Martinez aboard the *American Tern*. In the other photo, the *Paul Buck* (left) gets a scheduled assist from the Swedish icebreaker *Oden* (photo by Chris Demarest, National Science Foundation). Pages 12, 13, 24.



President's Report

Job Safety in Focus

One month before the tragic loss of life at the Upper Big Branch Mine in West Virginia, the AFL-CIO Executive Council, of which I am a member, approved a statement supporting passage of legislation aimed at improving workplace safety.

If that statement seemed earnest but perhaps somewhat routine in March, it took on a much more urgent appearance after what happened in the mine, where 29 workers died. In our resolution, the council



Michael Sacco

pointed out that while progress has been made since the Occupational Safety and Health Act passed in 1970, the toll of workplace injuries, illnesses and fatalities remains enormous. For instance, in 2008, more than 5,000 workers across the United States died on the job. Tens of thousands died from occupational diseases and millions more were injured.

Last month's disaster in West Virginia specifically called attention to mine safety, which of course was appropriate. People were shocked to learn that this latest incident was the fourth fatal accident in 12 years at the mine, which is overseen by a non-union company. They were further stunned when it was reported that the Upper Big Branch Mine has been cited for more than 1,300 safety violations in the last five years alone.

I'm always cautious when reading statistics, but there's no underestimating the significance of any of those numbers – starting with the most important and sobering ones, which count the dead.

Unfortunately, the challenge and responsibility of workplace safety goes far beyond mining or any other single occupation. As noted above, it is a nationwide task. The facts are that millions of workers still lack basic OSHA protections and rights. Even in some cases where workers are covered, the penalties for severe, intentional violations can be weak. So are the protections for employees who report hazards.

That's only a snapshot, but it captures why the AFL-CIO supports the Protecting America's Workers Act. Introduced both in the House and the Senate, the legislation would boost OSHA in several ways, including by expanding worker and union rights in OSHA inspections and enforcement cases.

In the wake of Upper Big Branch as well as the annual Workers Memorial Day on April 28, it is time for passage of the Protecting America's Workers Act. The moment is right, and the stakes simply couldn't be any higher.

I also should mention that as Seafarers know, our union and our affiliated school in Piney Point, Md., constantly emphasize safety in the training received by entry-level students and upgraders. The same is true aboard SIU-crewed vessels, where safety drills are a welcome part of the shipboard culture. Like mine workers, SIU members know they depend on their mates to do their jobs safely and efficiently, so that they will come home safely.

New Tonnage

Our union continues to welcome new tonnage into the SIU fleet, both in the Government Services Division and in the Atlantic, Gulf, Lakes and Inland Waters District/NMU. This month, we are reporting on the christening of a new Crowley ATB, the naming of a new Jones Act tanker built for Overseas Shipholding Group, and the keel-laying for what will be the Navy's next Lewis and Clark-class dry cargo/ammunition ship, to be named *USNS Medgar Evers*.

In May, two additional vessels are scheduled to enter the SIU-crewed fleet. More new jobs are on the horizon.

Also in May, we are planning to dedicate the new training vessel at the Paul Hall Center in Piney Point, in memory of our friend and union brother, the late SIU Executive Vice President John Fay. That will be an emotional day, but a fitting tribute to one of the most effective, loyal officials our union ever knew.



Volume 72, Number 5

May 2010

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Jim Guthrie*; Associate Editor, *Mark Bowman*; Photographer, *Mike Hickey*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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The Seafarers International Union engaged an environmentally friendly printer for the production of this newspaper.



President Barack Obama signs the Health Care and Education Reconciliation Act of 2010 at Northern Virginia Community College in Alexandria, Va. (Official White House Photo by Pete Souza)

President: Health Care Bill Means Security for Americans

AFL-CIO President Calls Measure 'Good First Step'

When President Obama signed into law the Health Care and Education Reconciliation Act of 2010, he pointed out that the measure preserves the core principle that everybody should have some basic security when it comes to their health care.

"The bill I'm signing will set in motion reforms that generations of Americans have fought for and marched for and hungered to see," he said March 30 at the Northern Virginia Community College in Alexandria, Va. "Today we are affirming that essential truth, a truth every generation is called to rediscover for itself, that we are not a nation that scales back its aspirations."

The new law, which ended some 14 months of oftentimes bitter debate on Capitol Hill and around the country, will extend health insurance to 32 million Americans who are currently uninsured. It carries a price tag of \$940 billion over 10 years but is projected to reduce the country's soaring budget deficit by \$143 billion by 2019 and by another \$1.2 trillion by 2029, according to the non-partisan Congressional Budget Office.

Labor leaders including AFL-CIO President Rich Trumka have stated that although the bill isn't perfect, it contains a number of important provisions backed by unions. The legislation is "a good first step" Trumka said. "This health care bill is good for working families—now and even more in the future."

Although many of the new measure's provisions will take effect over several years, some became effective immediately and others will go into effect within roughly six months. Among the provisions falling into the latter two categories are:

- Provides \$250 rebate for Medicare beneficiaries who fall in the doughnut hole (a gap in prescription drug coverage that makes it harder for millions of Medicare beneficiaries to pay for the medication they need) in 2010. A 50 percent discount on drugs goes into effect in 2011 for individuals in the doughnut hole.

- In 2011, seniors in Medicare will receive free annual check-ups and will not have to pay a co-payment for mammograms, colonoscopies and other preventive screenings

- Creates a \$5 billion reinsurance fund to help employers who provide health benefits to early retirees ages 55 to 64 (goes into effect 90 days following the day President Obama signed the bill).

- Eliminates denial of coverage for pre-existing conditions for non-dependent children up to age 26

- Prohibits insurers from placing lifetime limits on coverage

- Restricts new plan's use of annual limits on coverage

- Prohibits rescission or dropping coverage when individuals become sick

- Provides \$5 billion to states to create a high-risk insurance pool for individuals denied insurance due to pre-existing condition and for those who have been without insurance for six months (goes into effect in 90 days)

- Creates a public health and wellness fund and requires new private insurance plans to offer preventive services without co-payments

- Provides up to a 35 percent tax credit to small businesses that offer health care coverage to their employees

- Creates new and independent appeal process by which consumers can appeal decisions by their health insurance plans

- By 2011, requires plans in the individual and small group market to spend 80 percent of premium dollars on medical services, and plans in the large group market to spend 85 percent

- Requires payment to primary care physicians under Medicaid to be 100 percent of Medicare rates (begins in 2013)

Effective in 2014, the following provisions will take effect:

- Prohibits annual limits on coverage on all plans

- Provides up to a 50 percent tax credit to small businesses that provide insurance to their employees through the exchange. Exchanges are organized marketplaces that offer anyone the choice of public or private insurance plans, and provide oversight of insurers beyond current insurance regulations.

- Creates state insurance exchange where uninsured individuals and small employers can purchase insurance

- Provides subsidies for individuals with incomes up to 400 percent of federal poverty level (\$88,000 for a family of four) to purchase insurance

- Expands Medicaid to cover individuals under 65 up to 133 percent of federal poverty level (\$29,326 for family of four)

Officials at the AFL-CIO strongly have suggested that, given the magnitude of misinformation that purposely has been circulated about the new health care package, working Americans should take every opportunity to familiarize themselves with the act's true provisions. Further, they urged union members to remember the following two important points:

- Individuals will continue to have the employer-sponsored health coverage they secure at the bargaining table, and

- The proposed excise tax on so-called "Cadillac" high-end insurance plans worth more than \$27,500 for families (\$10,200 for individuals) has been put off until 2018 and the dollar impact will be reduced to 85 percent.

Crowley Maritime Christens New ATB

Seafarers-contracted Crowley Maritime Corporation recently continued adding to its fleet of state-of-the-art articulated tug-barge tank vessels (ATB) when it christened the tug *Achievement* and barge 650-8 in Tampa. The ceremony took place March 26.

The *Achievement/650-8* is the eighth of 10 new 185,000-barrel ATBs that the company is scheduled to launch by 2011.

Crowley reported that the newest ATB is "sure to be no stranger to the Tampa waterfront," as it is slated to visit the port weekly, carrying petroleum products for Marathon Oil Corporation. The vessel joins other SIU-crewed, Crowley-owned and/or managed vessels – *ATB Pride/650-7* and tankers *Coast Range*, *Blue Ridge*, and *Pelican State* – in calling on Tampa with loads of ethanol, gasoline or diesel. The vessels, starting with the *Coast Range* and *Blue Ridge*, have regularly provided safe and reliable petroleum transportation to the area since 2003.

During the recent christening ceremonies, which took place at the Tampa Port Authority, Cruise terminal No. 3, Maryann Douglass, wife of Crowley Senior Vice President and General Manager Puerto Rico/Caribbean John Douglass, christened the 10,728-horsepower tug *Achievement*, while Angela Ice, wife of Brent Ice, manager of marine logistics and commercial, Marathon Oil Corporation, christened the barge 650-8.

SIU members were on hand for the event, as was SIU Houston Port Agent Mike Russo.

The newest ATB was designed by Crowley's vessel construction and naval architecture subsidiary, Vessel Management Services, and built by VT Halter Marine in Mississippi. It joins a Crowley Jones Act fleet featuring (among other vessels) seven other ATBs with capacities of 185,000 barrels and four others with capacities of 155,000 barrels. Additionally, the company is having three ATBs with capacities of 330,000 barrels built for delivery by the end of 2012.

"With the introduction of this ATB to the market, we can claim over two million barrels of capacity in the Jones Act ATB trade," said Rob Grune, senior vice president and general manager, petroleum transportation. "We have added 12 vessels since the inception of this program in 2002 and have five more under construction, solidifying our commitment to customers of providing them with safe and reliable petroleum transportation for years to come."

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one plane in the critical area of fore and aft pitch.

According to the company – which consistently credits well-trained SIU members for playing a vital role in helping

maintain Crowley's outstanding safety record – the new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only do the units have the capability of transporting refined products, they also can carry heated cargoes and "easy" chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings above those normally required for product carriers.

All of Crowley's ATBs are built under the American Bureau of Shipping SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel's build. The 650-Class barges are 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft is 30 feet. When coupled for operation the tug and tank vessel measure 689 feet.



Maryann Douglass christens the tugboat *Achievement*.



The new barge (left) is 587 feet long and has a capacity of 185,000 barrels. Among the SIU group (photo at right) at the ceremony were Houston Port Agent Mike Russo (fourth from right), Seafarers Vincent Mull, Christopher Remm, David Coggio, Kenneth Grabyill, Monte Cross, Travis Stringer II, Andrew Hook, Phil Wright, Charlie Tuck and others.



Company Sadly Announces Death of Molly M. Crowley

Two days before the christening of its newest ATB, Crowley Maritime Corporation regretfully reported the death of Molly Murphy Crowley, 71, a company board member, philanthropist and the wife of the late Thomas Crowley Sr. She passed away March 21 in Indian Wells, Calif.,

following an illness.

SIU President Michael Sacco and Executive Vice President Augie Tellez paid their respects at memorial services March 26-27 in Oakland, Calif.

In announcing Mrs. Murphy's death, the company described her as a former Portland, Ore., real estate mogul, licensed pilot and competitive amateur golfer. "She was a longtime member of Crowley's board of directors and oversaw the growth of the 118-year old maritime and logistics services company into nearly a \$2 billion a year powerhouse," the company noted. "Her stepson, Tom Crowley Jr., is the chairman, president and CEO today."

She was also a successful businesswoman early in her career, founding a residential real estate company in the 1960s in Portland with Wilma Caplan. Named Cronin and Caplan, the firm grew to be the largest residential real estate company in Oregon. It was later sold to Windermere Real Estate Company.

Her philanthropic efforts included serving on the respective boards of trustees at Manhattanville College, the Woods Hole Oceanographic Institute and the Fine Arts Museum in San Francisco.



Molly Murphy Crowley
1938-2010

Ceremony for Overseas Martinez



The new double-hulled tanker *Overseas Martinez* (above) formally was named during an April 8 ceremony at Aker Philadelphia Shipyard. SIU President Michael Sacco, Executive VP Augie Tellez, Secretary-Treasurer David Heindel and Philadelphia Port Agent Joe Baselice represented the union at the event. The 600-foot ship will be operated by SIU-contracted Overseas Shipholding Group.



The SIU crewed *Pride of America* offers inter-island cruises to Hawaii's four main islands.

Pride of America Helps Buoy NCL

The SIU crewed *Pride of America* played a key role in helping NCL America parent company Norwegian Cruise Line turn a profit in 2009 following a loss in 2008. The Miami-based parent company recently reported that it earned \$67.2 million on revenue of \$1.9 billion last year.

Despite overall tough economic times, business remains good for the *Pride of America*, which is the only deep-sea U.S.-flag cruise ship. The vessel is booked through the summer, according to a company spokeswoman.

Recent reviews by passengers and evaluations from company supervisors point to jobs well done by SIU members and by other shipboard employees who are members of the SIU-affiliated Seafarers Entertainment and Allied Trades Union (SEATU). Across the entire fleet, Seafarers are rated at or near the top.

From the passengers' perspective, the internet is abuzz with positive comments about the crews. One web site that accepts reviews from passengers,

"Cruise Critic," contained comments such as, "This was one of my favorite cruises. I would do it again in a heartbeat and would very highly recommend the *Pride of America* to anyone, anytime. We loved the cruise."

Another patron who posted a comment to the web site said, "Everyone on the staff that we encountered or interacted with was friendly, outgoing, and a real pleasure." Another passenger wrote, "Everyone on the ship was really nice. The ship was clean, the food was really good."

SIU and SEATU Vice President Tom Orzechowski said he recently attended a labor-management meeting aboard the ship. "I commended the captain, the crew and the entire staff on their success," Orzechowski stated. "They are one of NCL's best customer-service boats. They are proving to the critics that this can be done with an American crew."

The *Pride of America* joined the SIU crewed fleet in June 2005. It is 921 feet long, has 15 decks and can carry more than 2,100 passengers.

MSC Recognizes Three Vessels for Culinary Excellence

SIU Govt Service Division Ships Receive Awards

Members of the SIU Government Services Division recently helped earn recognition from the U.S. Military Sealift Command (MSC) for outstanding culinary efforts.

In mid-April, the agency presented its annual David M. Cook Food Service Excellence Awards to three vessels from the SIU crewed CIVMAR fleet: the dry cargo/ammunition ship *USNS Sacagawea*, the fleet replenishment oiler *USNS Guadalupe* and the fleet ocean tug *USNS Catawba*. The presentations took place at the International Food Service Executives Association's (IFSEA) annual Joint Military Awards Ceremony April 17 in Reno, Nev.

According to MSC, the awards are presented in three categories: East Coast large ship (*Sacagawea*), West Coast large ship (*Guadalupe*) and overall small ship (*Catawba*).

Representing their respective vessels at the ceremony were Supply Officer Kenton Gooden and Chief Steward Orlando Josafat (both repeat winners) from the *Guadalupe*, Supply Officer Juan Negron and Chief Steward Clifford Liferidge from the *Sacagawea*, and Steward/Cook Robert Prades from the *Catawba*.

"All of MSC's food service competitors provide out-

standing cuisine and customer care, which made selecting a winner very, very difficult," said Roberta Jio, chief of MSC's food service policy and procedures division and the person in charge of the awards.

Gooden, who won the award previously aboard the fleet replenishment oiler *USNS Yukon*, said he is honored to be part of a winning team on another ship, this time the *Guadalupe*.

"As I walked around the *Guadalupe* and saw the food service awards from previous years, I said to myself, 'One day my name will be among them,'" recalled Gooden. "What a dream come true to be part of another team to win this award."

Capt. Charles Rodriguez, the *Catawba's* civil service master, said he is proud of the food service team aboard his ship, particularly the steward/cook, Robert Prades.

"Robert has been praised not only by *Catawba's* crew, but also by riders from the British Royal Navy and the U.S. Coast Guard," said Rodriguez. "To top it off, his leadership and administrative skills are top-notch."

The *Sacagawea's* civil service master, Capt. George McCarthy, also has high praise for his food service personnel.

"Supply Officer Juan Negron, Chief Steward Cliff

Liferidge and their team have worked extraordinarily hard over the past year to win this award and I am very proud of them," said McCarthy.

He added, "I knew Capt. David Cook. He was devoted and dedicated to the welfare of civil service mariners at sea and worked hard to improve the life of mariners in any way he could. It is quite fitting and well-deserved that we have an award in his name."

The award is named for the late Capt. David M. Cook, who was MSC's director of logistics from 1995 to 1998. During that time he launched a focused effort to improve all aspects of the food service operations aboard MSC ships.

In announcing the awards, MSC reported that since 1992, the agency "has singled out several of its East and West Coast ships annually for excellence in their food service operations. For the last 12 years, honors for the winning ships have been part of the IFSEA program. Contributing food service personnel aboard each winning ship will receive a performance award and a one-week shipboard culinary training session provided by a certified executive chef to further recognize each of the winning food service organizations for their contributions in providing quality meals and service."

Construction Begins On 13th T-AKE Ship

Union-contracted General Dynamics NASSCO shipyard on April 15 began construction of the future *USNS Medgar Evers*, the thirteenth ship of the U.S. Navy's T-AKE program. The *Medgar Evers* is named in honor of the U.S. Army veteran and civil rights pioneer from Mississippi.

The ship, which will be crewed in the unlicensed positions by members of the SIU Government Services Division, is scheduled to be delivered to the Navy in the second quarter of 2012. When it joins the fleet, the *Medgar Evers* will be used primarily to stage U.S. Marine Corps equipment abroad by the Navy's Military

Sealift Command.

Other ships in the class include the *USNS Lewis and Clark*, *USNS Sacagawea*, *USNS Alan Shepard*, *USNS Richard Byrd*, *USNS Robert Peary*, *USNS Amelia Earhart*, *USNS Carl Brashear*, *USNS Wally Schirra*, *USNS Matthew Perry*, *USNS Washington Chambers*, *USNS William McLean* and *USNS Charles Drew*.

Each vessel in this class of dry cargo/ammunition ships is 689 feet long and 106 feet wide. Each vessel can sail at 20 knots.

The first ship in the series, the *USNS Lewis and Clark*, was delivered in 2006.



In this U.S. Navy photo from 2009, taken at Jackson State University, U.S. Secretary of the Navy Ray Mabus (right) speaks with Myrlie Evers-Williams, wife of the late civil rights activist Medgar Evers, and brother Charles Evers. Mabus officially announced the future T-AKE ship *USNS Medgar Evers*.



Another of the dry cargo/ammunition ships, the *USNS Charles Drew* (pictured while under construction at NASSCO), was christened in February.

Marine Highway Program Moves Ahead

Sec. LaHood: 'Moving Goods On Water Has Many Advantages'

Transportation Secretary Ray LaHood on April 7 unveiled an initiative to move more cargo on the water rather than on crowded U.S. highways. Under the "America's Marine Highway" program, the Department's Maritime Administration (MarAd) will help identify rivers and coastal routes that could carry cargo efficiently, bypassing congested roads around busy ports and reducing greenhouse gases. The newly published final rule could bolster jobs in the maritime industry.

"For too long, we've overlooked the economic and environmental benefits that our waterways and domestic seaports offer as a means of moving freight in this country," said Secretary LaHood, speaking to transportation professionals at a conference in Baltimore. "Moving goods

on the water has many advantages. It reduces air pollution. It can help reduce gridlock by getting trucks off our busy surface corridors."

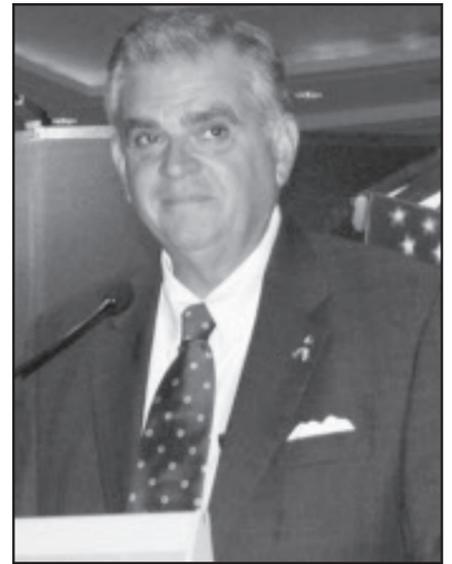
Under the new regulation, regional transportation officials may apply to have specific transportation corridors – and individual projects – designated by the Department of Transportation as a marine highway if they meet certain criteria. Once designated, these projects will receive preferential treatment for any future federal assistance from the department or MarAd, according to a recent announcement by both the department and the agency.

"There are many places in our country where expanded use of marine transportation just makes sense," said David Matsuda, acting administrator of the

Maritime Administration. "It has so much potential to help our nation in many ways: reduced gridlock and greenhouse gases and more jobs for skilled mariners and shipbuilders."

The Marine Highway initiative stems from a 2007 law requiring the secretary of transportation to "establish a short sea transportation program and designate short sea transportation projects to mitigate surface congestion."

Earlier this year, Secretary LaHood announced \$58 million in grants for projects to support the start-up or expansion of Marine Highways services, awarded through the Department's TIGER grants program. Congress has also set aside an additional \$7 million in grants which MarAd is expected to award later this year.



Transportation Secretary Ray LaHood



Acting Maritime Administrator David Matsuda is pictured above. The SIU-contracted *Overseas Nikiski* is pictured at left. Jones Act vessels like the *Nikiski* may play a large role as the Marine Highway initiative progresses.

TRANSCOM Earns Prestigious Award

The U.S. Transportation Command (USTRANSCOM) on April 1 received the Joint Meritorious Unit Award at Scott Air Force Base, Ill.

Secretary of Defense Robert M. Gates presented the award. He was joined by Army Gen. David H. Petraeus, commander of U.S. Central Command (CENTCOM), who oversees American military operations in Iraq and Afghanistan. Gen. Duncan J. McNabb, commander USTRANSCOM, presided over the ceremony and introduced Petraeus to those in attendance which included U.S. Rep. Jerry Costello (D-Bellefonte, Ill.), several local mayors and community leaders, members of the command, and other honored guests.

"Mr. Secretary, I want to thank you for personally flying out to Scott Air Force Base today to recognize the great transportation nation," Petraeus said. "Nobody deserves this honor more. And thanks as well Mr. Secretary, for the opportunity to be part of this ceremony and to relay to TRANSCOM a heartfelt congratulations and well done from the more than 210,000 soldiers, sailors, airmen, Marines and Coastguardsmen deployed to the CENTCOM [area of responsibility].

Troopers who know they're shipmates, fellow soldiers, Marines, Coastguardsmen and airmen at TRANSCOM always come through when needed.

"This award is exceedingly well-deserved," Petraeus continued. "This is your day. And I'm here to say thanks for all that you do for your fellow troopers around the world. Thanks for all that you do for our nation. And above all, congratulations on the well-deserved recognition you are receiving today."

Gates echoed Petraeus' congratulations as he prepared to present the award, stating, "I am glad to get the chance to be here today, to have the opportunity to present the Joint Meritorious Unit Award to the men and women of the United States Transportation Command. You should know that this award is the first and only award that I have personally issued in my three-plus years as Secretary of Defense."

In part, the citation accompanying the award read, "Headquarters, United States Transportation Command (USTRANSCOM) distinguished itself by exceptionally meritorious achievement from 1 March 2007 to 28 February 2010. During this period, the Command consistently displayed exceptional

collaborative leadership and execution of wartime missions for United States forces engaged in Operations Iraqi and Enduring Freedom.

"The Command's three components – Air Mobility Command, Military Sealift Command, and Military Surface Deployment and Distribution Command – carried over 5 million passengers, 25 thousand patients, and 7.5 million short tons in support of United States Central Command's two main operations," the citation continued.

"USTRANSCOM expedited the delivery of thousands of sets of individual body armor, armored vehicles, and supplemental armor kits, in addition to supporting troop surges in both Iraq and Afghanistan."

Authorized by the Secretary of Defense on June 10, 1981, this award was originally called the Department of Defense Meritorious Unit Award. It is awarded in the name of the Secretary of Defense to joint activities for meritorious achievement or service, superior to that which is normally expected, for actions in the following situations: combat with an armed enemy of the United States, a declared national emergency or under extraordinary circumstances that involve national interests.

Report: Jones Act Has Hugely Positive Effect

In its report covering 2009, the Maritime Cabotage Task Force (MCTF) cites several noteworthy statistics about the Jones Act – a law that boosts America's national and economic security.

The MCTF is a broad-based coalition with more than 400 members (including the SIU) from throughout the U.S. maritime industry. Its newly issued report calls attention to a study prepared by PricewaterhouseCoopers which found the following:

- The Jones Act accounts for almost a half-million jobs in the U.S.
- The law generates more than \$100 billion in total annual economic output
- It generates \$11 billion in U.S. taxes
- An estimated \$29 billion in Jones Act-related U.S. labor compensation is paid annually

The Jones Act stipulates that waterborne cargo moving between U.S. ports must be carried aboard vessels that are crewed, built, owned and flagged American.

"The Jones Act provides this nation with economic and national security while delivering goods and cargo in an efficient, reliable and cost-effective manner," the MCTF report states. "We would like to thank the Obama administration and Congress for their unwavering support for the Jones Act and other U.S. maritime cabotage laws and statutes. Knowing that the Jones Act will remain the foundation of U.S. domestic maritime policy allows our industry to persevere during recessionary times like these and to grow as the economy rebounds."

Mariners Honor Memory of Chief Cook Scipio

Seafarers and officers on the *Seabulk Trader* recently conducted a burial at sea for Chief Cook **Cecil Scipio**.

Brother Scipio died Jan. 8 after a brief battle with cancer. He was 58 years old and just a few weeks short of his birthday. A Seafarer for approximately 10 years, his most recent vessel was the *APL Balboa*.

Capt. Thomas M. Liebsch of the *Seabulk Trader* described the at-sea memorial in a letter to Brother Scipio's family – a message that also included deepest sympathies. According to the letter, the service was performed March 6 while the vessel was underway from Port Everglades, Fla., to Galveston, Texas.

"At 1830 EST, shortly before sunset in the Gulf of Mexico, the vessel was stopped under clear skies, light north-northeasterly winds and slight seas," the captain wrote. "We had waited for the weather to improve and could not have asked for more ideal conditions."

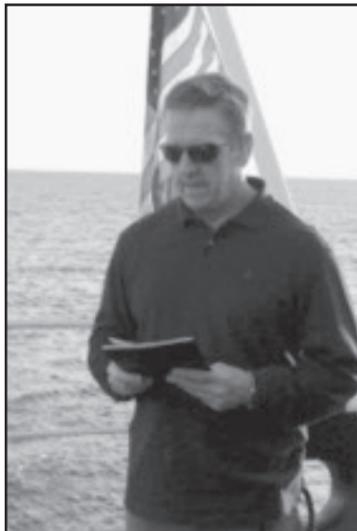
Liebsch said that 18 mariners gathered in attendance on the vessel's stern. Brother Scipio's cremated remains "were placed in a small box on a board extending off the stern, covered by an American flag. The Ensign was at half mast.... I read a brief statement followed by the Catholic Prayer for Burial at Sea. Our chief cook, Ms. **Sedell Mitchell-Reynolds**, impressed everyone with a beautiful rendition of "Amazing Grace." Mr. Scipio's ashes were then scattered into the water off the stern at 1840 EST. The American flag was folded by Bosun **Robert Coleman** and Third Mate Stuart Bicaaj, concluding the ceremony. Afterwards, the bosun and AB **Cristopher Sanchez** rang the ship's bell on the bow three times."

The captain added that although he and his crew did not know Brother Scipio, "as sailors we felt a connection and a strong desire to see his wishes fulfilled. I was impressed by and grateful to the SIU crew members for their preparation in the ceremony. Their efforts and professionalism made for a dignified and respectful service."

The following SIU members attended the ceremony: Bosun Coleman, ABs Sanchez, **Melvin Smalls**, **Carlos Colon**, **Leroyal Hester** and **Virgilio Rosalas**, Chief Pumpman **Eron Hall**, Second Pumpman **Donald McBride Jr.**, OMU **Steve Tate**, DEU **Natividad Martinez-Rivas**, Recertified Steward **Abraham Martinez**, Chief Cook **Mitchell-Reynolds** and SA **Julio Bernardez**.

Also participating were the following members of the Seafarers-

affiliated American Maritime Officers: Capt. Liebsch, Chief Engineer Rex Kelley, Chief Mate Yan Durafourt, 2nd Engineer Robert Hinkle and 3rd Mate Bicaaj.



Clockwise starting with the photo at left, Capt. Thomas M. Liebsch starts the service aboard the *Seabulk Trader*. Chief Cook Sedell Mitchell-Reynolds (right) sings "Amazing Grace" as part of the service. Brother Scipio's cremated remains are scattered in the Gulf of Mexico. AB Cristopher Sanchez helps conclude the ceremony by ringing the ship's bell.



Snapshots from the Maersk Rhode Island

Recertified Steward **Tony Spain** sent along these images from the *Maersk Rhode Island*. The ship is a tanker – it is 562 feet long and 90 feet wide.



The *Rhode Island's* crane is shown in photo at left. Above is the vessel's lifeboat.



Clockwise starting with photo at left, Seafarers take a short break for coffee time in the crew mess. Pictured from left to right are Recertified Steward Tony Spain, GVA Mohamed Alomari and Chief Cook Terry Fowler. AB Dennis Byrne takes his turn at the wheel. The deck gang includes AB Elmer Marko. Recertified Bosun Daniel Laitinen and AB Victor Frazier lower the gangway while AB Yakan Israel enjoys breakfast aboard the vessel.





A large delegation of Philadelphia-area Seafarers participated in a jobs rally recently in downtown Philadelphia. Those taking part in the event (above, in alphabetical order) were: Philadelphia Port Agent Joe Baselice, Eddie Brown, Dave Christinzio, William Cruz, Marvin Davis, Gabriel DeJesus, Doug Duvak, Chris Eason, Joe Endres, Jeremy Farlow, Richard Jefferson, Joshua Milton, Dante Mungioni, Sean Mungioni, Dom Mallace, Sean Noonan, Joe Orandinetti, Robert Ott, Dennis Saggese, Scott Smith, UIW National Director John Spadaro, Ben Stanley, Jared Taylor, Charles Wisler, Patrick Wisler, Robert Wisler, Robert Weinhardt, and William Young. (Note: Not all are pictured.)

Philly-Area Seafarers Join Jobs Rally

Seafarers, along with members of the SIU-affiliated United Industrial Workers, on March 19 rallied with AFL-CIO President Richard Trumka in Philadelphia to tell Bank of America that the time is at



Richard Trumka
President, AFL-CIO

hand to pay up and restore the jobs which Wall Street destroyed.

Carrying demonstration signs and decked out in their trademark Lundeberg Stetsons, the 27-person strong SIU-contingent mustered at the Philadelphia union hall. They later made their way downtown and converged on Paine Plaza. It was there that they joined forces with Trumka, Pennsylvania State AFL-CIO President Bill George, Philadelphia Labor Council President Patrick J. Eiding and more than 1,000 other Pennsylvania union members, laid-off workers and community allies to deliver three demands to the Big 6 Wall Street Banks (Bank of America, Citigroup, Goldman Sachs, JP Morgan Chase, Morgan Stanley and Wells Fargo/Wachovia):

- Stop refusing to pay your fair share to restore the jobs you destroyed,
- Stop fighting financial reform and,
- Start lending to your communities, small businesses and others starved for credit.

Trumka told those in attendance that it's time to create good jobs now and that the big Wall Street banks that wiped out jobs should pay to restore them.

The Big Banks and Wall Street specu-

lators "played Russian roulette with our economy," he said. "And while Wall Street cashed in, they left Main Street holding the bag. They peddled meaningless junk-derivatives, credit default swaps, overpriced mortgages—and none of it was real. None of it created a job or gave a loan to small business."

In addition to participating in the rally on the plaza, hundreds of the demonstrators streamed through the bank lobby to drive their point home. They followed a delegation carrying a mock-up of a \$145 billion check. Shouting, "No jobs, no future," they demanded that Bank of America endorse the check and help finance the creation of the 11 million jobs Wall Street gambled away.

The Philadelphia event was one of 200 "Good Jobs Now: Make Wall Street Pay" actions that took place from March 15-26 across the country at the Big 6 Wall Street banks. The campaign was an AFL-CIO nationwide grassroots movement to create good jobs by appealing to the big Wall Street banks to:

- Pay for a major jobs plan to rebuild crumbling infrastructure and invest in green technology,
- Increase aid to state and local gov-

ernments to save critical services and jobs,

■ Increase funding for neglected communities to match people who need jobs with work that needs to be done, and

■ Use TARP money to get credit flowing to small businesses for job creation.

According to the federation, Wall Street's actions are credited with plunging the U.S. into the worst financial crisis since the Great Depression, destroying jobs and livelihoods. Despite receiving taxpayer bailouts, leading banks have not resumed lending to their communities and have refused to modify home mortgages.

The AFL-CIO supports four proposals for banks to pay a fair share to restore the economy:

- Fees on Wall Street banks to pay back the cost of the bank bailout,
- A special levy on Wall Street bonuses, as proposed in the United Kingdom,
- A tax on the income of hedge fund and private equity managers, the wealthiest people in the country, at ordinary income rates, by closing the carried interest loophole and,
- A financial speculation tax that would be internationally adopted by the world's major financial market countries.

Somali Piracy in Spotlight On Initial Anniversary Of Maersk Alabama Attack

On April 8, 2009, the American public was reintroduced to the problem of piracy on the high seas as the news media was fixated with the pirate attack on the *Maersk Alabama* and the capture of its captain, Richard Phillips. The episode had a successful ending as the U.S. Navy was credited with shooting the pirates who held the captain captive, and all the mariners on board – including SIU members – were hailed as heroes for resisting the pirates.

The event refocused public attention to a problem seafarers who travel through the Gulf of Aden and the Red Sea have had to endure for decades – the possibility of being hijacked and harmed by marauding Somali pirates.

A year later, NBC's "Dateline" news program interviewed Captain Phillips to get his take on how he and his crew fought against the attack. During the program last month, Phillips praised the crew for its professionalism under fire. He also discussed some of the effective training he and the crew had practiced. The U.S. Navy has encouraged sharing of many of these best practices, such as crews hiding on board and the use of fire hoses and high-pressure water to discourage pirates from boarding ships.

But, one year after the attack and despite ramped-up efforts to fight it, progress is mixed. According to an April 2010 U.S. Bureau of Transportation Statistics report titled "International Piracy and Armed Robbery at Sea," the Gulf of Aden and the Red Sea region have experienced an increase in pirate attacks of 123 percent compared to the previous year. With the number of pirate attacks increasing, pirates have become more brazen by attacking ships farther from their home base of Somalia. Pirates have even unsuccessfully attacked military ships such as a U.S. Navy frigate, and pirates have used hijacked ships as "mother ships" to stage more attacks. Additionally, pirates hold in ransom numerous ships and their crews, waiting until shipping companies pay their ransom demands. Somali pirates have also seized ships carrying humanitarian cargoes intended to help the impoverished in their own nation.

Despite efforts by European Union navies and the U.S. Navy to patrol the thousands of square miles of shipping channels in this part of the world, pirates continue to ply their financially lucrative trade. The international community, including the U.N., the International Maritime Organization and the International Transport Workers' Federation (to which the SIU is affiliated) finds the biggest problem in the region is the impoverishment and instability in Somalia.

In a motion sponsored by the SIU and supported unanimously by delegates attending the ITF Seafarers' Section meetings in Berlin, seafaring organizations recognized the hub of the piracy problem stems from the

failing government and economy of Somalia. The resolution said that the ITF and its affiliates sympathize with the plight of innocent Somalis; it also acknowledged that the maritime industry alone, including shippers, shipowners and seafaring unions, cannot solve the problems faced by the Somalia people. The motion clearly states that more must be done to protect mariners carrying out their duties serving on merchant ships. It also notes the continuing attacks are having adverse effects on the retention and recruitment of seafarers.

To this end, the motion calls on governments to take further steps to protect mariners and their vessels operating in these dangerous waters and provide direct support to hasten the release of the numerous ships and crews currently held. The motion's bottom line is that if governments fail to act, there's a strong possibility that seafarers, individually or collectively, could refuse to enter dangerous waters.

During those same sessions in Berlin, union representatives voted to launch a new campaign to persuade all governments to commit the resources necessary to end the increasing problem of Somalia-based piracy. Delegates authorized the ITF to build a campaign that is hoped to deliver half a million signatures to governments by World Maritime Day, September 23rd. The campaign will call on them to close the circle on protection of ships, and for those states now ducking their responsibilities to stand up and follow the example of those which are actively involved in combating the threat.



PAYOFF ABOARD HORIZON SPIRIT – In mid-February, SIU Wilmington, Calif., Safety Director Abdul Al-Omari met with crew members aboard the *Horizon Spirit*. He subsequently submitted these photos from the payoff. Pictured from left to right in photo at left are SA Michael Zoabi, Recertified Steward Roderick Clay and Chief Cook Freddie Castro. OMU Leonard Viles is shown in photo in the center above while the following individuals are included in the other photo (from left): 2nd Engineer Eric Linderholm, Chief Cook Castro, GUDE Hassan Mohamed, QEE Roy Frett, AB Abdo Ali and Oiler Thomas Humphrey.

At Sea And Ashore With the SIU



AT THE HALL IN PUERTO RICO – In photo at left above, Bosun Tony Mercado (left) meets Junior Engineer Armando Garayua at the union hall in San Juan, P.R. The other photo, also taken at the hall, shows Chief Cook Argelio Perez with his son, Jonathan.



DONATING TO A GOOD CAUSE – During their March meeting aboard the *Horizon Kodiak*, Seafarers unanimously agreed to donate all of their VHS movies to the Brother Francis Shelter in Anchorage, Alaska. These photos show GSU Pat Conlon (above left), who came up with the idea to donate the tapes, and (from left in photo at above right) Recertified Steward Brian Burchett and Chief Cook Manny Basas packing up some of the more than 200 movies.



ON THE JOB AT LUEDTKE – SIU Algonac, Mich., Patrolman Don Thornton sent along this image from late March showing SIU members employed by Luedtke Engineering. The photo was taken in Frankfort, Mich. Standing left to right are Jason Crawford, John Plesha, Kevin Niemiec, Mark Gilbert, Caleb Gilbert, Jack Smith (yard foreman), Todd Gleason, Don Marshall, Sam Fitzhugh and Jon Arleth.



THANKING OUR MILITARY – On behalf of the entire crew of the *USNS Samuel L. Cobb*, DEU/GUDE Rickey Yancey (kneeling, third from left) submitted this photo and a note thanking personnel from Maritime Expeditionary Security Detachment 43, USN, "for protecting the crew, ship and cargo" during a voyage in late 2009 near the north African coast. Yancey said the security team members did a great job throughout the two weeks they were aboard the vessel, which is operated by Ocean Shipholdings Inc. for the U.S. Military Sealift Command. "Again, my thanks to these brave, fine men," he wrote.



SMOOTH SAILING ABOARD PRIDE OF AMERICA – The SIU-crewed *Pride of America*, a cruise ship, is getting rave reviews these days. Seafarers are doing their part to help keep the NCL America vessel operating swimmingly. Among those pictured in the group photo at left during a late 2009 voyage are SIU members (front, from left) James Crosby, Renato Govico, Joseph Garnett, Gary Hunt, (middle row) Rodante Niebres, Luis Ramirez, Ronnel Sugui, Mauricio Elope, Limneo Bation, Sure Anitak, Florito Alegado, Marie Acosta, (back row) Arnold Castro, Ruziell Bautista, Clarence Wilson, William Hazzard, Peter Hamm, Rolando Dinong and Billy Duenas.



ACU Terry Fowler



AB Harry Brown



AB Ray Oglesby



Unlicensed Apprentice Tom Hely

With Seafarers Aboard the *MV Houston*

Steward **Robert Wilcox** recently submitted these photos of members aboard U.S. Shipping's *MV Houston*. A tanker, the vessel is 615 feet long and has a beam of 90 feet.



AB Jerry Rogers (left), AB Saidu Sesay



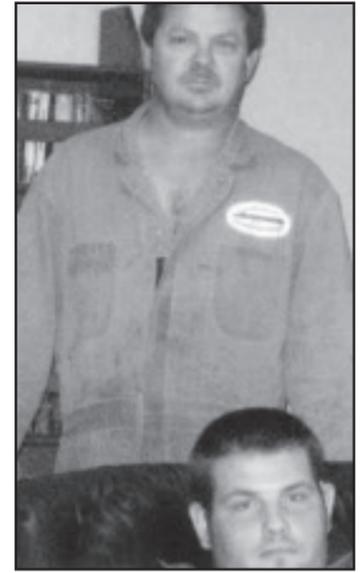
Recertified Bosun
John Lamprecht



GUDE Fabian Palacios



Steward/Cook Robert Wilcox



Pumpman Scott Fuller (standing),
GUDE Brian Deans

Seafarers Health And Benefits Plan Notice Of Privacy Practices

This notice describes how medical information about you may be used and disclosed and how you can get access to this information. Please review it carefully.

Use And Disclosure Of Health Information

The Seafarers Health and Benefits Plan ("Plan") may use your health information, defined as "protected health information" under the Health Insurance Portability and Accountability Act of 1996 ("HIPAA"), for purposes of treatment, making or obtaining payment for your care, and conducting health care operations. The Plan has established a policy to guard against unnecessary disclosure of your health information effective April 14, 2003. This policy has been updated effective February 17, 2010.

The following is a summary of the circumstances under which and purposes for which your health information may be used and disclosed:

To Make or Obtain Payment. The Plan may use or disclose your health information to make payment to doctors, hospitals or other health care providers, or coordinate payment with third parties, such as other health plans. For example, the Plan may provide information regarding your coverage or treatment to your spouse's health plan to coordinate payment of benefits. However, upon your request, the Plan will not share your health information with another health plan if the information relates to a service that you have already paid for out of pocket in full.

The Plan may disclose your health information to the legal representative of or agent for a provider. The Plan may use or disclose your health information to facilitate the recovery of payments from a third party that is responsible for such payments.

The Plan may disclose your health information to the Seafarers Vacation Plan if you assign payment from your vacation benefits for certain health care services you receive. The Plan may disclose your health information to the Seafarers Pension Plan to establish your eligibility for benefits.

To Conduct Health Care Operations. The Plan may use or disclose health information for its own operations to facilitate the administration of the Plan and as necessary to provide coverage and services to all of the Plan's participants. Health care operations include such activities as:

- Quality assessment and improvement activities.
- Activities designed to improve health or reduce health care costs.
- Monitoring occupational injury and disease including exposure to benzene.
- Facilitating post-employment physical examinations and substance abuse screening.
- Providing residential substance abuse treatment at the Plan's facility.
- Providing information to the Plan's actuary to evaluate the Plan's benefits and contribution rates.
- Review and auditing, including compliance reviews and medical reviews.
- General administrative activities of the Plan, including customer service and complaint resolution.

For Disclosure to the Plan's Board of Trustees. The Plan may disclose your health information to the Plan's Board of Trustees for plan administration functions. The Plan also may provide summary health information to the Board of Trustees so that they may modify, amend or terminate benefits, or obtain reinsurance.

To Conduct Health Oversight Activities. The Plan may disclose your health information to a health oversight agency for authorized activities including audits, civil, administrative or criminal investigations, inspections, licensure or disciplinary action. However, the Plan may not disclose your health information if you are the subject of an investigation and the investigation does not arise out of, or is not directly related to, your receipt of health care or public benefits.

In Connection With Judicial and Administrative Proceedings. As permitted or required by state law, the Seafarers Health and Benefits Plan may disclose your health information in the course of any judicial or administrative proceeding in response to an order of a court or administrative tribunal as expressly authorized by such order or in response to a subpoena, discovery request or other lawful process. However, the requesting party must make reasonable efforts to either notify you about the request, or to obtain an order protecting your health information.

For Law Enforcement Purposes. As permitted or required by state law, the Seafarers Health and Benefits Plan may disclose your health information to a law enforcement official for certain law enforcement purposes.

In the Event of a Serious Threat to Health or Safety. The Plan may disclose your health information if the Plan, in good faith, believes that such disclosure is necessary to prevent or lessen a serious and imminent threat to your health or safety, or to the health and safety of the public.

For Compliance. The Plan may disclose your health information to the Department of Health & Human Services when requested for the purpose of monitoring whether the Plan is in compliance with HIPAA.

Authorization To Use Or Disclose Health Information

Unless previously noted, the Plan will not disclose your health information without your written authorization. If you authorize the Plan to use or disclose your health information, you may revoke that authorization in writing at any time.

Your Rights With Respect To Your Health Information

With respect to your protected health information maintained by the Plan, you have the following rights:

Right to Request Restrictions. You may request restrictions on certain uses and disclosures of your protected health information. You may request that the Plan restrict uses and disclosures to carry out treatment, payment or health care operations, or to restrict uses and disclosures to family members, relatives, friends, or other persons identified by you who are involved in your care, or payment for your care. However, the Plan is not required to agree to your request. Your request for restrictions on uses and disclosures must be made in writing.

Right to Receive Confidential Communications. You have the right to request that the Plan communicate with you by alternate means, or at an alternate location, if you believe the disclosure of your health information could endanger you. You may ask that the Plan communicate with you at a certain telephone number or address. For example, when a claim is processed, the Plan sends an Explanation of Benefits ("EOB") to the employee rather than the patient. The EOB includes certain protected health information about the patient. If you are the spouse or adult child of an employee, you may request that the Plan send the EOB directly to you as the patient. The Plan will attempt to accommodate all reasonable requests for confidential communications. Your request to receive confidential communications must be made in writing.

Right to Inspect and Copy Your Health Information. You have the right to inspect and copy records maintained by the Plan, which contain your protected health information. In meeting your request for access, the Plan may charge a fee for photocopying and postage. Your request to inspect and copy your health information must be made in writing.

Right to Amend Your Health Information. If you believe that records containing your protected health information are inaccurate or incomplete, you may request that the Plan amend your records. The Plan may deny the request if after considering your request, it still believes that the records are correct. The request also may be denied if the records were not created by the Plan, or if the health information you are requesting to amend is not part of the Plan's records. Your request to amend your health information must be made in writing.

Right to an Accounting of Disclosures. You have the right to request a list of disclosures of your protected health information made by the Plan for any reason other than for treatment, payment, or health care operations. Your request must specify the time period for which you are requesting the information. However, accounting requests may not be made for periods of more than six (6) years. In addition, the Plan cannot provide you with an accounting of disclosures which took place before April 14, 2003. The Plan will provide the first accounting you request during any 12-month period without charge. Additional accounting requests may be subject to a reasonable cost-based fee. The Plan will inform you in advance of this fee. Your request for an accounting of disclosures must be made in writing.

Right to a Paper Copy of this Notice. You have the right to request and receive a paper copy of this Notice at any time, even if you have received this Notice previously or agreed to receive the Notice electronically. To obtain a paper copy of this Notice, you can contact the Plan's Privacy Officer. You also may obtain a copy of the current version of the Plan's Notice at its web site, www.seafarers.org.

Special Protections for Drug and Alcohol Treatment Records. In general, the Plan will not disclose records related to your treatment for alcohol or drug abuse including whether or not you attended the Seafarers Addiction Rehabilitation Center ("SARC"), unless at least one of the following conditions apply: (1) you have specifically consented to the disclosure in writing; (2) the disclosure is made to medical personnel as necessary in a medical emergency; (3) the disclosure is made for scientific research purposes and certain privacy and security protections have been met; (4) the disclosure is made to persons who are authorized to conduct audits or evaluations and who have agreed to certain confidentiality protections; (5) the disclosure is made under State law involving incidents of suspected child abuse or neglect or (6) the disclosure is made pursuant to a valid Court Order specifically mandating the disclosure.

Duties Of The Plan

The Plan is required by law to maintain the privacy of your health information as set forth in this Notice. The Plan also is obligated to follow the terms of this Notice. The Plan is required to notify you within 60 days of discovery of any unauthorized access, acquisition, use or disclosure of your health information that could be harmful to you. The Plan will never use your genetic information for any purpose. The Plan reserves the right to change the terms of this Notice and to make the new provisions effective for all protected health information that it maintains. If the Plan changes its policies and procedures, it will revise the Notice and will provide a copy of the revised Notice to you within 60 days of the change.

Complaints

You have the right to express complaints to the Plan and to the Secretary of the Department of Health and Human Services if you believe that your privacy rights have been violated. Complaints to the Plan should be made in writing to the Plan's Privacy Officer. The Plan encourages you to express any concerns you may have regarding the privacy of your information. You will not suffer retaliation for filing a complaint.

Contact Person

The Plan has designated the Privacy Officer as its contact person for all issues regarding patient privacy and your privacy rights. You may contact the Privacy Officer at the Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675.

Letters To The Editor

Letters may be edited for conciseness and clarity. Submissions may be mailed to 5201 Auth Way, Camp Springs, MD 20746 or emailed to webmaster@seafarers.org.

Member Says Health Care Bill is Reform We Needed

Congratulations to the representatives who showed courage in passing the recent health care reform bill. In my opinion, this is the first step towards reigning in the out-of-control rise in premiums, which has resulted in less coverage and higher co-pays. Reform and sensible regulation in the health care industry are long overdue, and unions have been at the forefront in supporting this overhaul.

Affordable health care for workers and for Americans in general has been part of the very essence of unionism. As a union member with good health benefits, I would wish for all Americans the opportunity for the same affordable health care

benefits I enjoy.

I urge all fellow members to support this administration's future reforms to provide quality health care at affordable prices. We cannot allow this unique opportunity at reform to pass us by.

Mike Duggan
SIU Book No. D1478
Harrison, Tennessee

Note to Mariners Who Sailed On Cleveland's Last Voyage

I have been an SIU member since 1979 and an American Maritime Officers (AMO) member since 1991. I wanted to let fellow mariners know that the U.S. Maritime Administration has authorized

the Merchant Marine Expeditionary Medal for crew members from the *SS Cleveland* who transported MRAP vehicles to Kuwait in March 2009.

To receive the medal, please send the following: your name, rating, name of ship and a copy of your discharge to Patricia Thomas, Maritime Administration, DOT, 1200 New Jersey Avenue, Washington, D.C. 20590. Be sure to include your contact information.

Douglas A. Craft
SIU Book No. C1662
Palm Harbor, Florida

Appeal for VFW Post

I am writing to let my SIU brothers and

sisters know that the local VFW Post 4777 here in Idabel, Oklahoma, has been struggling to stay open for the past couple of years. It may very well close by next year unless we get some financial relief.

This chapter is very supportive of the U.S. Merchant Marine. If you can find it in your heart to help support the chapter, please donate to the following address: Veterans of Foreign Wars, P.O. Box 41, Idabel, OK 74745. The person to contact at the chapter is Joe Privette, administrator, and he may be reached at the P.O. Box or via email at cakiejoe@sbcglobal.net

Thanks for your consideration.

Chris Maye
SIU Book No. M2941
Haworth, Oklahoma

SIU Planning Participation In Rolling Thunder 2010

For the second straight year, Seafarers, SIU officials and family members are planning to participate in the annual "Rolling Thunder" event in Washington, D.C.

This year's demonstration is scheduled for May 30 in the nation's capital.

Rank-and-file Seafarers, SIU retirees, union employees and family members who may be interested in riding their motorcycles during the May 30 event as part of an SIU contingent are asked to email their contact information to the following address as soon as possible:

pvandegrift@seafarers.org

Rolling Thunder is both an event and an incorporated, non-profit organization. The yearly demonstration, mostly by motorcycle riders, is designed to call attention to POW/MIAs and veterans' issues. Upwards of a half-million individuals rode on May 24, 2009. That total included a small but enthusiastic SIU group on hand to honor all veterans but particularly to increase awareness about those who served our country on merchant vessels during times of war.

"We really enjoyed participating last year," said SIU Secretary-Treasurer David Heindel, who headed the union's 2009 group. "It's for a good cause and it's also a way for the SIU to raise awareness of the U.S. Merchant Marine's efforts dating back all the way to the founding of our nation. Our hope is to have a greater number of participants this year."

The exact route to be taken by the SIU group is still being determined, but the plan is to meet at the Paul Hall Center in Piney Point, Md., and proceed to the Vietnam Veterans Memorial.

More information is available on the web at www.rollingthunder1.com (that's a number "1" rather than a letter L in the address).



AB Abdul Suwaleh helps ready the *Presque Isle* for fit out.



Pictured on the *American Mariner* are (from left) GUDE Ahmed Algalham, AB Joe Hance and Recertified Bosun Al Brzezinski.

Lakes Coal Trade Picks Up Steam in March

The pace of coal shipments on the Great Lakes in March point to a strengthening economy, according to the Lake Carriers' Association (LCA). Coal loadings for the month at U.S. and Canadian ports approached 500,000 tons, more than triple the volume moved a year ago.

SIU-crewed vessels did their part as more and more ships fit out for the 2010 sailing season. In the coal trade alone, loadings at Superior, Wisc., quadrupled their level of a year ago. Shipments from Toledo, Ohio, were triple that of the prior year. Sandusky, Ohio, loaded no coal in March

2009, but shipped almost 150,000 tons this March.

Comparisons with previous years make clear the recession is not over, the LCA pointed out. However, it is reported that coal shipments on most major railroads are below a year ago, so the marine mode is outperforming a land-based mode of transportation.

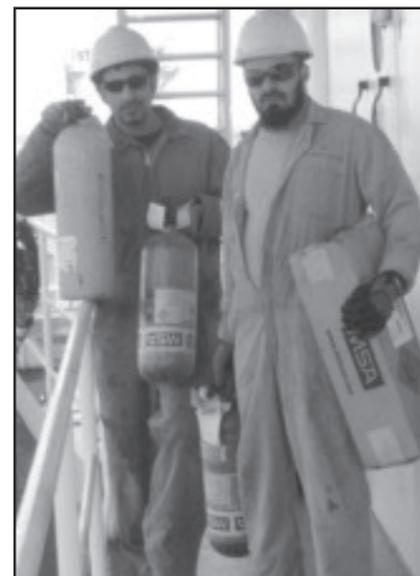
As is typical, no coal was loaded in February, but through the first quarter (as of mid-April), the Lakes coal trade stands at 1.1 million tons, an increase of 19.6 percent compared to a year ago. The trade is

down 57.7 percent when compared to the 5-year average for the January-March timeframe.

The LCA represents 18 American companies that operate 55 U.S.-flag vessels on the Great Lakes and carry the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, limestone and cement for the construction industry, coal for power generation and more. Collectively, these vessels can transport more than 115 million tons of cargo per year when high water offsets lack of adequate dredging.



Working aboard the *Presque Isle* are GUDes Yahia Saleh (left) and Mohamed Ghaleb.



Bringing safety equipment aboard the *Presque Isle* are ABs Jaber Jaber (left) and Seddik Ali.

ANNUAL FUNDING NOTICE SEAFARERS PENSION PLAN

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2009 and ending December 31, 2009 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2009	2008	2007
Valuation Date	January 1, 2009	January 1, 2008	January 1, 2007
Funded Percentage	106.1%	121.7%	116.8%
Value of Assets	\$798,341,351	\$700,766,846	\$676,381,358
Value of Liabilities	\$752,536,506	\$575,915,644	\$578,933,983

Fair Market Value of Assets

As of December 31, 2009 the fair market value of the Plan's assets are estimated to be \$912,000,000, subject to audit.

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 22,365. Of this number, 8,741 were active participants, 9,431 were retired or separated from service and receiving benefits, and 4,193 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to provide benefits from contributions by signatory employers under the terms of collective bargaining agreements between the Seafarers International Union, Atlantic, Gulf and Pacific Districts and the employers. The Plan may receive the portion of the employers' contributions made to the Seafarers Health and Benefits Plan which the Trustees determine is necessary to provide for pension benefits based on the recommendation of the Plan's Actuary.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions.

The investment policy of the Seafarers Pension Plan is primarily a balanced portfolio of equity, fixed income, and cash equivalent securities.

Equities consist of common stocks, preferred stocks, and convertible securities. The total equity exposure for the total managed account should not exceed 55% for a prolonged period of time.

The portfolios are diversified into 10 or 15 industry sectors and hold in excess of 50 individual issues. No issue exceeds 3.5% of the portfolio at cost.

The fixed income portion of the portfolio consists of:

- U.S. Government and Agency Securities
- Commercial Paper
- Corporate Bonds
- Traditional Non-High Leverage
- Mortgage and Asset backed Securities

These securities must be rated Investment Grade at time of purchase.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	0
2. U.S. Government securities	26
3. Corporate debt instruments (other than employer securities):	
Preferred	21
All other	0
4. Corporate stocks (other than employer securities):	
Preferred	0
Common	38
5. Partnership/joint venture interests	0
6. Real estate (other than employer real property)	2
7. Loans (other than to participants)	0
8. Participant loans	0
9. Value of interest in common/collective trusts	6
10. Value of interest in pooled separate accounts	1
11. Value of interest in master trust investment accounts	0
12. Value of interest in 103-12 investment entities	0

13. Value of interest in registered investment companies (e.g., mutual funds)	6
14. Value of funds held in insurance co. general account (unallocated contracts)	0
15. Employer-related investments:	
Employer Securities	0
Employer real property	0
16. Buildings and other property used in plan operation	0
17. Other	0

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

Where to Get More Information

For more information about this notice, you may contact the Board of Trustees or: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 13-6100329. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS' MEDICAL CENTER FUND

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964 for the year ended June 30, 2009. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund.

Basic Financial Statement

The value of Plan assets, after subtracting liabilities of the Plan, was \$(138,607) as of June 30, 2009, compared to \$(24,014) as of July 1, 2008. During the Plan year, the Plan experienced a decrease in its net assets of \$114,593. During the plan year, the plan had total income of \$463,938 including employer contributions of \$441,101, earnings from investments of \$96 and other income of \$22,741.

Plan expenses were \$578,531. These expenses included \$495,068 in administrative expenses and \$83,463 in benefits paid to or for 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:

- An accountant's report;
- Financial information and information on payments to service providers; and
- Assets held for investment.

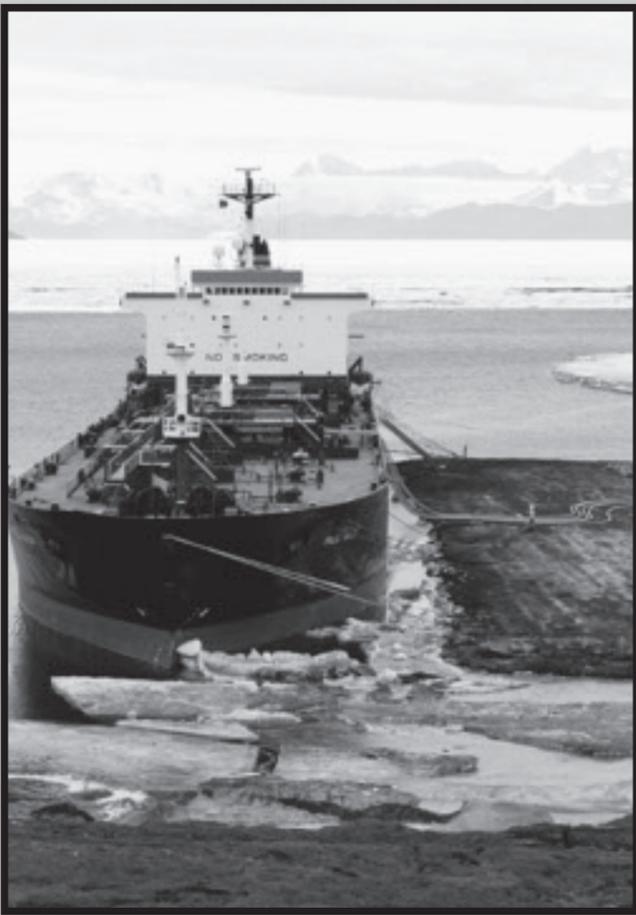
To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, 730 Harrison St., Suite 400, San Francisco, CA 94107, (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 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 the 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 the accompanying notes will be included as part of that report. The charge to cover copying costs 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, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, DC 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 Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington, D.C. 20210.

Operation Deep Freeze

Seafarers 'Deliver the



Seafarers in late January added another chapter to their decades-long tradition of delivering life-sustaining cargo to residents of McMurdo Station, Antarctica.

As part of Operation Deep Freeze 2009-2010, the SIU crew and officers aboard the *USNS Paul Buck* transported and discharged more than 5.5 million gallons of diesel, gas and jet fuel at the station which is the hub of the United States Antarctic Program (USAP). Deep Freeze is the Department of Defense's support mission of the USAP Program and National Science Foundation. (A second SIU-crewed vessel, the *American Tern*, also delivered cargo to McMurdo during Operation Deep Freeze 2010. See related story on Page 24.)

The *Buck's* voyage to McMurdo originated in Port Angeles, Washington, and included stops in Korea, Guam and Australia. Operated by Ocean Shipholdings Inc. for the U.S. Military Sealift Command (MSC), the vessel arrived at the entrance of the ice channel leading to McMurdo during the morning hours of Jan. 22, some two months following her departure from the United States. At that point, the *Paul Buck* followed the Swedish icebreaker *Oden* through the seven and one-half-mile channel. She docked at McMurdo's ice pier later that afternoon after skillfully confronting and negotiating several hazards posed by drifting ice.

The crew commenced cargo discharge operations at 6 a.m. Jan. 23. The final container of the *Buck's* fuel shipment reached its storage destination Jan. 24 at 9:36 p.m. and cargo discharge operation was complete.

Larry Larson, MSC cargo operations officer, Sealift Logistics Command, Pacific; and Col. Paul Sheppard, commander 13th Air Expeditionary Group, Joint Task Force Support Forces Antarctica visited the *Buck* the following day. Among other items, their itinerary included the presentation of Antarctica Service Medals to members of the *Buck's* crew. The medal is issued to individuals who have served 10 days or more on the Antarctic continent in support of the U.S. Antarctic Program. Three SIU members, Bosun **Juan Machado-Gomez**, Pumpman **Craig Croft** and AB **Albert Wambach** were among six mariners who received medals. Machado-Gomez and Croft were honored for having 16 days' service while Wambach was recognized for having served 14 days. Each of the recognized Seafarers had three trips to the continent to their credit.

Aside from encounters with foul weather, turbulent seas and free-drifting icebergs, the *Buck's* mission went off without a hitch. The vessel arrived at her destination safely and discharged its life-sustaining cargo without incident – a tribute to the professionalism, skill and training of the crew.



Clockwise from the left, the *USNS Paul Buck* cuts through heavy seas en route to McMurdo Station on Antarctica. Once near its destination, the vessel followed the Swedish icebreaker *Oden* through the ice channel before finally docking at McMurdo's ice pier. Members of the unlicensed crew—all Seafarers-included (in no particular order) Bosun Juan Machado-Gomez, ABs Robert Morrison, Joseph Brown, Randy Pasquarella and Albert Wambach, DEUs Henry Gonzalez and Pumpman Craig Croft, QMEDs Endang Abidin and Jonathan Miller, SB RO Cook Linda McPhetridge and GSUs Crista Ali and Charles Mitchell. Crewing in licensed positions (in no particular order) were American Maritime Officer Patrick Rathbun, Chief Mate Michael Lamb, 2nd Mate Alexander Fyodorovych Jordan and Matthew Gibson, Chief Engineer Gregg Daley, 1st AE Patrick (AE Reid Brown. Also aboard the vessel were Ice Pilot Robert Lee, Deck Cadet and Engine Cadet Timothy Burke. (Lee is not pictured.) Once docking maneuvering completed, crew members commenced the business at hand-pumping off more than 5.5 million gallons of fuel for use by equipment on the station ranging from generators to heaters. Having safely transported, delivered and discharged its cargo, the *Buck* deep-sea heads to the open sea.



Live.

Relax.

Enjoy.

50 BENEFITS

help stretch your paycheck
and make life a little easier.

We know you work hard for your money. That's why we've created 50 benefits to help you and your family get more out of life. Visit UnionPlus.org and see how to:

- Save on wireless devices and services available through "Union Proud" AT&T.
- Get discounts and upgrades on rental cars, vans, SUVs and trucks, plus great deals on family vacations.
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- Secure a Union Plus Mortgage with special cost savings and protections against layoff, strikes and hardship.
- Get Union SAFE grants to help weather economic storms.

PLUS EVEN MORE BENEFITS offer you additional financial, health, insurance, travel, entertainment and educational savings and services.

For full details, visit

UnionPlus.org



SIU Ad 5/10

Attention Seafarers:

Shipping Documents, Records Should Always Be Kept Current

It is extremely important for all Seafarers to help make sure their records are up-to-date in the new Seafarers Management Information System (SMIS), which is used for shipping and registration. Failure to do so may result in delays or other hang-ups when members are ready to ship out.

Specifically, members are urged to bring the following items to the union hall as soon as possible after any of the items are renewed or otherwise modified:

- Merchant Mariner Credential (MMC);
- Merchant Mariner Document/Z-card (MMD);
- Transportation Worker Identification Credential (TWIC);
- Passport;
- 1995 STCW certificate, if applicable.

Also, it is critical that members help ensure SMIS reflects your compliance with each of the four elements of STCW Basic Safety Training (BST). If you completed BST somewhere other than either Piney Point or the SIU-affiliated school in Hawaii, you may need to bring both your original STCW Basic Safety Training certificate and your training record book to the union hall as soon as possible.

Don't wait until the last minute to inform the union halls of any changes to your documents/credentials. Do bring all shipping documents – including TRB – to the hall when you're ready to register or ship out.

Questions about SMIS may be directed to port agents or to the admissions office in Piney Point.

May & June 2010 Membership Meetings

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

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

ATTENTION: SEAFARERS

Be Sure To Make Yourself A Note...



Contribute To The Seafarers Political Action Donation (SPAD)

Dispatchers' Report for Deep Sea

March 16, 2010 – April 15, 2010

Port	Total Registered All Groups			Total Shipped All Groups			Trip Reliefs	Registered on Beach All Groups		
	A	B	C	A	B	C		A	B	C
Deck Department										
Algonac	10	9	3	7	7	0	2	8	22	5
Anchorage	1	6	0	1	3	0	3	0	7	0
Baltimore	6	8	0	6	5	1	3	9	8	1
Fort Lauderdale	14	9	4	11	11	0	7	23	23	9
Guam	5	5	0	1	2	0	0	9	9	0
Honolulu	10	12	0	7	6	0	2	17	18	2
Houston	52	26	3	42	30	1	18	89	53	6
Jacksonville	37	31	5	22	14	1	9	62	46	11
Joliet	0	7	1	1	6	0	0	4	11	1
Mobile	10	3	1	8	4	1	2	26	10	2
New Orleans	9	4	2	11	2	0	5	22	11	4
New York	30	25	3	47	14	3	14	65	37	6
Norfolk	22	28	6	24	13	1	5	23	47	16
Oakland	34	10	1	23	7	1	11	45	17	1
Philadelphia	7	9	1	5	8	1	1	6	13	0
Piney Point	0	4	10	0	1	12	1	0	5	8
Puerto Rico	4	11	1	5	3	1	2	17	23	6
Seattle	34	25	3	33	14	0	12	72	45	4
St. Louis	1	10	0	2	2	0	0	2	11	0
Wilmington	29	18	3	17	7	2	8	47	55	11
TOTALS	315	260	47	273	159	25	105	546	471	93

Engine Department										
Algonac	4	3	1	2	0	1	0	3	4	1
Anchorage	1	2	0	0	1	0	0	1	4	0
Baltimore	7	4	0	3	3	0	2	7	5	1
Fort Lauderdale	12	4	0	6	3	0	4	20	8	1
Guam	1	4	0	2	1	0	0	3	7	0
Honolulu	2	6	2	6	6	1	0	7	6	1
Houston	15	15	1	14	4	0	9	25	27	3
Jacksonville	22	19	0	14	9	0	8	36	34	0
Joliet	2	0	0	2	3	1	1	2	1	0
Mobile	8	5	1	7	0	1	2	11	7	0
New Orleans	8	5	0	7	1	0	3	9	7	0
New York	20	16	3	12	10	0	9	28	19	4
Norfolk	9	13	1	8	17	1	2	14	29	1
Oakland	16	10	3	3	4	1	2	19	15	4
Philadelphia	3	6	0	6	3	0	4	2	5	0
Piney Point	1	3	0	0	3	0	1	3	3	0
Puerto Rico	3	7	1	0	5	0	4	9	14	1
Seattle	14	15	0	11	12	0	6	28	22	0
St. Louis	1	4	1	0	1	2	0	1	7	1
Wilmington	12	11	0	6	5	1	3	26	25	3
TOTALS	161	152	14	109	91	9	60	254	249	21

Steward Department										
Algonac	1	3	0	1	3	0	0	4	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	6	0	1	3	0	1	0	8	0	0
Fort Lauderdale	8	7	1	7	1	1	2	11	9	0
Guam	0	3	0	1	2	0	0	2	1	0
Honolulu	10	4	1	2	5	0	0	31	8	1
Houston	19	10	0	14	6	0	4	32	10	0
Jacksonville	17	6	0	5	3	0	7	29	16	0
Joliet	0	1	1	0	1	0	0	0	2	1
Mobile	9	4	0	4	1	0	1	11	5	0
New Orleans	7	3	0	1	0	0	0	11	4	0
New York	24	9	1	19	6	0	12	37	12	1
Norfolk	13	9	2	16	5	0	4	14	15	4
Oakland	22	4	0	19	1	0	4	29	11	1
Philadelphia	3	0	0	0	2	0	1	4	0	0
Piney Point	0	1	0	0	0	0	0	2	1	0
Puerto Rico	2	3	0	0	2	0	2	4	8	0
Seattle	20	5	0	16	4	1	7	29	7	1
St. Louis	0	1	0	2	1	0	0	1	1	0
Wilmington	26	8	1	22	3	0	3	45	13	2
TOTALS	188	81	8	133	46	3	47	304	125	11

Entry Department										
Algonac	1	7	2	0	2	0	0	3	18	7
Anchorage	0	0	0	0	0	0	0	0	1	1
Baltimore	2	7	2	2	3	0	0	1	5	5
Fort Lauderdale	0	6	6	0	1	2	1	0	13	13
Guam	0	1	0	0	1	0	0	0	1	0
Honolulu	3	8	8	1	3	1	1	5	8	10
Houston	2	29	5	3	11	10	2	5	38	11
Jacksonville	4	21	6	3	11	5	2	3	42	11
Joliet	2	1	1	3	2	0	1	3	1	2
Mobile	0	5	2	0	2	0	0	0	9	5
New Orleans	1	4	4	0	1	0	0	1	8	6
New York	8	35	8	4	25	7	0	13	50	14
Norfolk	0	19	22	0	11	6	1	0	33	36
Oakland	6	19	3	2	11	2	0	7	29	7
Philadelphia	0	4	4	0	3	1	0	0	4	3
Piney Point	0	10	35	0	8	38	0	0	5	8
Puerto Rico	1	0	0	0	0	0	0	1	1	1
Seattle	9	7	5	6	9	2	2	19	21	8
St. Louis	0	0	0	0	0	0	0	0	0	1
Wilmington	4	18	4	3	9	3	0	6	30	25
TOTALS	43	201	117	27	113	77	10	67	317	174

GRAND TOTALS:	707	694	186	542	409	114	222	1,171	1,162	299
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Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

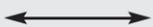
Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

5100 Belfort Rd., Jacksonville, FL 32256
(904) 281-2622

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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



Inquiring Seafarer

Editor's note: This month's Inquiring Seafarer question was asked of students in the recertified steward class in Piney Point, Md.

What do you recall about either your first SIU ship or another memorable voyage?

Edd Banks

My first ship was the *USNS Assurance* in 1990. There are a couple of things that stand out. The voyage took me to an area where I saw no sun or land for about three or four months. The other thing is the captain ate six BLTs for lunch. Needless to say, no one has broken his record to this day.



Daniel Herrera

The *CSX Hawaii* was my first SIU ship, and that was in 2001. When the ship docked in Puerto Rico, I got on board. My dad is a Longshoreman and he walked to the ship with me. The bosun and the ABs were kind of laughing, saying dad had to bring him to his first ship. But other than that, it was a good trip. I got seasick but that was part of being my first ship.



Leonard Benton

It has always been my desire to travel and see the world, something I'd only

dreamed of until I became a seaman. One of my most exciting ships was the *Eric Gibson*, running from Korea to Japan in 2009. That was a fantastic as well as stress-free ship. To be able to see and know the world in which we live is a better education than any history book can ever teach.



Jack Allen Hart Jr.

My first SIU ship was the *Sealand Producer* and the voyage took place in 1981. I got on in New Orleans and went to Holland, Germany and Spain. It was a good crew and I had a good time in Europe. In some ways it was a scary trip over, but I got used to it. Coming back was much easier – I knew the ship was safe. I met nice seamen on there and learned a lot from them. It was one of my best trips to see and I'll always remember it.



Army Joe Leake

I had a memorable tour of duty as chief steward/baker aboard the *Maersk Rhode Island* for about five-plus years in Europe, starting in 2003. The Mediterranean is a great place to work during the winter months. The *Maersk Rhode Island* was an MSC-contracted tanker. We carried military cargo all over Europe, from Italy, Spain, Greece, Turkey, England and

France. What made the ship great was we had a team of professional officers and SIU unlicensed merchant mariners. Each member did an outstanding job. During my time aboard the *Maersk Rhode Island*, we had zero accidents. Our safety record was superb.



Kimberly Strate

The first vessel was the *USNS Sisler* and the year was 2002. Second-guessing my late-in-life career choice, I climbed, reaching the deck. Lugging my gear over cables and between hard-hatted yard workers, I must say my determination was waning. But the warm welcome of Captain Todd Datsis and Steward Walter Matt quickly dashed any doubts. The crew had its hands full, bringing the ship out of the yard, loading up and getting to Diego Garcia in a very few weeks. Every day brought plenty of challenges and new adventures, and as a brand new SA I not only was queen of the seagoing salad bar, but also become a shellback. By the time we reached Diego Garcia, I had no doubt I had made the right career choice. I also knew that the SIU offered the support and training to help become the best den mother, er, I mean, the best steward I could become.



Pic-From-The-Past



The above photo shows Seafarers awaiting the start of a special meeting in the Philadelphia Hall. The mariners came together to conduct the business of electing delegates to represent them during an upcoming crews conference. The photo was taken in April 1975.

If anyone has a vintage union-related photograph he or she would like to share with other Seafarers LOG readers, 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

DANNY DAVIS

Brother Danny Davis, 59, became an SIU member in 1972 while in the port of Houston. His first ship was the *Overseas Progress*; his last was the *Pride*. Brother Davis worked in all departments during his seafaring career but primarily in the deck department. He continues to reside in his native state of Georgia.



JOHN DAVIS

Brother John Davis, 68, joined the union in 1997. He initially sailed on the *Overseas Boston*. Brother Davis attended classes in 2000 at the Paul Hall Center in Piney Point, Md. The deck department member most recently shipped aboard the *Racer*. Brother Davis is a resident of Seattle.



KATHLEEN HOLDEN

Sister Kathleen Holden, 66, started sailing with the Seafarers in 2000 while in the port of New York. Her earliest voyage was on the *Sgt. Matej Kocak*. That same year, Sister Holden visited the union-affiliated school in Piney Point, Md., to upgrade her skills. She was a member of the deck department. Sister Holden's final trip to sea was aboard the *Maersk Georgia*. She lives in Rocky Hill, Conn.



JAMES INSKEEP

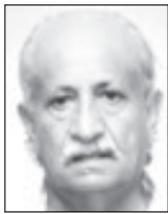
Brother James Inskeep, 65, signed on with the SIU in 1991 while in the port of San Francisco. He originally shipped on the *USNS Wilkes*. Brother Inskeep frequently upgraded at the maritime training center in Piney Point, Md. He sailed in the deck department. Brother Inskeep's last ship was the *Horizon Pacific*. He makes his home in Reno, Nev.



AHMED ISHAQ

Brother Ahmed Ishaq, 71, began sailing with the union in 1966. Brother Ishaq first sailed on the

Burbank Victory. He was born in Arabia and worked in the steward department. Brother Ishaq's final trip was aboard the *Freedom*. He now calls Dearborn, Mich., home.



FELIX SANTIAGO

Brother Felix Santiago, 65, donned the SIU colors in 1970 while in the port of New York. His first voyage was on the *Arizpa*. Brother Santiago frequently visited the Seafarers-affiliated school in Piney Point, Md. The Puerto Rico-born mariner was a member of the deck department. Brother Santiago's most recent trip was aboard the *Maersk Idaho*. He continues to reside in Puerto Rico.

MARK TREPP

Brother Mark Trepp, 58, joined the union in 1977, initially working on the *Saginaw Bay*. During his seafaring career, Brother Trepp shipped in the deck department of both the Great Lakes and deep sea divisions. He attended classes on numerous occasions at the Paul Hall Center. Brother Trepp's last ship was the *Cape Ducato*. He is a resident of Port Orange, Fla.



RICHARD WOROBEY

Brother Richard Worobey, 58, was born in New York. He began sailing with the union in 1976. Brother Worobey, a member of the steward department, was originally employed on the *Pisces*. He upgraded often at the maritime training center in Piney Point, Md. Brother Worobey's final voyage was aboard the *Maersk California*. He settled in Palm Bay, Fla.

EDGAR YOUNG

Brother Edgar Young, 63, became an SIU member in 1968. He first sailed with South Atlantic Caribbean. Brother Young was a frequent upgrader at the Piney Point school. The engine department member was born in Georgia. He most recently sailed aboard the *El Yunque*. Brother Young makes his home in Jacksonville, Fla.

INLAND

JAMES COCHRAN JR.

Brother James Cochran, 62, joined the SIU ranks 1991 while in the port of Houston. He sailed

primarily aboard vessels operated by Crowley Towing of Jacksonville, Fla. In 1996, Brother Cochran enhanced his skills at the union-affiliated school in Piney Point, Md. He lives in Gibsonton, Fla.



SHERWOOD LEWIS

Brother Sherwood Lewis, 73, signed on with the union in 1975. He upgraded in 1984 at the Seafarers-affiliated training center in Piney Point, Md. Brother Lewis originally sailed with Express Marine Inc. He was born in North Carolina. Brother Lewis' last trip to sea was aboard an OSG Ship Management vessel. He calls Beaufort, N.C., home.



WILLIE PETTWAY

Brother Willie Pettway, 57, donned the SIU colors in 1972. He worked in both the inland and deep sea divisions. Brother Pettway's earliest trip to sea was with Bethlehem Steel Corporation. In 2001 and



2004, he took advantage of educational opportunities at the union-affiliated school in Piney Point, Md. Brother Pettway most recently shipped with Crowley Towing of Jacksonville, Fla. He continues to live in his native state of Florida.

WILSON REX III

Brother Wilson Rex III, 81, started his seafaring profession in 1981. He initially sailed with Interstate Oil Transportation Company. Brother Rex's last voyage was aboard an OSG Ship Management vessel. He resides in Lakewood, N.J.



WILLIAM RUSHON

Brother William Rushon, 61, joined the SIU in 1996 while in the port of Philadelphia. He shipped mostly on Crowley Liner Service vessels. Brother Rushon is a resident of Bear, Del.



FRANK SMITHWICK

Brother Frank Smithwick, 77, was born in North Carolina. He joined the union in 1975 and primarily sailed aboard vessels operated by Interstate Oil



Transportation Company. Brother Smithwick makes his home in Deptford Township, N.J.

ALLEN STILES

Brother Allen Stiles, 67, became an SIU member in 1972. His earliest trip to sea was with Gellenthin Barge Lines. Brother Stiles is a New Jersey native. His last ship was operated by Interstate Oil Transportation Company. Brother Stiles calls Kenneth City, Fla., home.



GREAT LAKES

DONALD DANDREA

Brother Donald Dandrea, 65, signed on with the union in 1987. The engine department member was born in Duluth, Minn. Brother Dandrea's first ship was the *Indiana Harbor*; his last was the *Walter J. McCarthy*. He enhanced his skills in 2000 at the Paul Hall Center. Brother Dandrea continues to reside in Minnesota.



This Month In SIU History

Reprinted from past issues of the *Seafarers LOG*

1941

The SIU negotiated a bonus increase from \$50 to \$60 per month on the African and Far Eastern war zones with Waterman Steamship Company, Robin Line and Bernstein Shipping Company. In addition the agreements called for additional pay if a ship touched the ports of Suez and any other port in the Red Sea or the Persian Gulf. The bonus agreements were reopened when the President declared the Red Sea open to American shipping and after the Germans had declared they would consider the Red Sea a war zone.

1950

The resourcefulness of SIU crewmembers aboard the *SS Puerto Rico* helped save the life of a passenger stricken at sea with acute appendicitis. Four hundred miles into a voyage from New York to San Juan, it was deemed a passenger needed emergency surgery but the *SS Puerto Rico's* medical department did not have the surgical instruments or operating facilities to conduct the procedure. That's when the crew swung into action, fashioning an operating room on board and contacting the Coast Guard, which air-dropped the necessary equipment.

The ship's surgeon conducted the operation and the passenger lived to tell a lifelong tale.

1960

The revised Constitution of the SIU, Atlantic and Gulf District went into effect on May 12 after being ratified by better than 90 percent of all votes cast. A two-thirds vote was required to change the name of the district union to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District.

1972

SIU Vice President Earl Shepard in May participated in meetings of the Maritime Safety Committee of the International Maritime Consultative Organization (IMCO) held in London, England. The safety committee session was the first of several planned to discuss all aspects of ship safety including minimum manning of watches, minimum qualifications for watch standers both licensed and unlicensed, training requirements for various kinds of vessels and international standards for officers and crews.

Shepard was an advisor to the U.S. delegation and participated in the drafting of documents on basic principles of a safe navigational watch.

Final Departures



DEEP SEA

JOSEPH ADAMS

Pensioner Joseph Adams, 85, passed away Nov. 27. Brother Adams became a Seafarer in 1951 while in the port of New York. His first trip was with Delta Steamship Lines Inc. He was born in New Orleans and worked in the steward department. Prior to his retirement in 1986, Brother Adams shipped on the *Economy*. He settled in Louisiana.



LOUISE BACON

Pensioner Louise Bacon, 77, died Dec. 8. Sister Bacon began shipping with the Marine Cooks & Stewards in 1951 while in the port of San Francisco. She was born in North Dakota and sailed in the steward department. Sister Bacon's earliest trip to sea was aboard the *Santa Mercedes*; her last was on the *President Madison*. She started collecting her retirement pay in 1985 and made her home in Benicia, Calif.

MANUEL CALDAS

Pensioner Manuel Caldas, 83, passed away Dec. 21. Brother Caldas joined the SIU ranks in 1952. He initially sailed with Delta Steamship Lines. Brother Caldas, a member of the steward department, was born in New Bedford, Mass. His final voyage took place on the *Leader*. Brother Caldas became a pensioner in 1986 and continued to reside in Massachusetts.



JUAN CAMARA

Pensioner Juan Camara, 89, died Dec. 22. He was born in Key West, Fla. Brother Camara started shipping with the union in 1942. His first voyage was aboard a Waterman Steamship Corporation vessel. Brother Camara sailed in the steward department. His final trip was on the *Senator*. Brother Camara went on pension in 1985 and called Tampa, Fla., home.



MANUEL FARIA

Pensioner Manuel Faria, 68, passed away Dec. 28. Brother Faria signed on with the SIU in 1983. He first sailed aboard the *Robert D. Conrad*. Brother Faria



was born in New Bedford, Mass., and worked in the steward department. He was last employed on the *Dewayne T. Williams*. Brother Faria lived in his native Massachusetts. He retired in 2006.

VERNON FERGUSON

Pensioner Vernon Ferguson, 85, died Dec. 12. Brother Ferguson joined the union in 1956 while in the port of Baltimore. He originally shipped with Ore Navigation Corporation as a member of the steward department. He was last employed on the *Nuevo San Juan*. Brother Ferguson was a resident of Baltimore. He became a pensioner in 1989.

FERDINAND GABUTEN

Brother Ferdinand Gabuten, 45, passed away Dec. 24. He first donned the SIU colors in 1996. Brother Gabuten initially sailed aboard the *Independence*. The deck department member most recently worked on the *Horizon Spirit*. He was born in the Philippines but made his home in Carson, Calif.



JOSE LOPEZ

Pensioner Jose Lopez, 92, died Dec. 26. Brother Lopez was a charter member of the SIU, having joined in 1939. The Puerto Rico native shipped in the engine department. Brother Lopez's first vessel was operated by AH Bull Steamship Company. His final trip was aboard the *San Juan*. Brother Lopez went on pension in 1978 and continued to call Puerto Rico home.



THOMAS LYNCH

Brother Thomas Lynch, 65, passed away Dec. 7. He was born in New York. Brother Lynch began sailing with the SIU in 1962 from the port of New York. His earliest trip was on an AH Bull Steamship Company vessel. Brother Lynch was a deck department member. His final ship was the *Horizon Challenger*. Brother Lynch lived in Las Vegas.

RAMLI MOHAMED

Pensioner Ramli Mohamed, 77, died Nov. 19. Brother Mohamed, a member of the deck department, began sailing with the union in 1966. His first ship was the *Montpelier Victory*; his last was the *Taurus*. Brother Mohamed was born in Singapore. He started collecting his retirement compensation in 2006. Brother Mohamed resided in Palmdale, Calif.



EDWARD SLINTAK

Pensioner Edward Slintak, 87, passed away Dec. 2. Brother Slintak signed on with the Seafarers in 1953 while in the port of Baltimore. He originally worked with Sprogue Steamship Company. Brother Slintak was born in Czech Republic and sailed in the deck department. His final trip to sea was aboard the *Elizabeth*. Brother Slintak became a pensioner in 1992 and settled in Toms River, N.J.



ROBERT WARREN

Brother Robert Warren, 66, died Nov. 16. He joined the union in 1990, initially sailing on the *USNS Capella*. Brother Warren was born in Alabama and shipped in the engine department. His most recent voyage was aboard the *Allegiance*. Brother Warren was a resident of Mobile.

INLAND

DIXIE DANIELS

Pensioner Dixie Daniels, 68, passed away Dec. 2. Brother Daniels began sailing with the SIU in 1961. He first worked with Marine Oil Service Inc. Brother Daniels was a North Carolina native. His final trip was with Interstate Oil Company. Brother Daniels made his home in Wanchese, N.C. He started collecting his retirement pay in 2003.



LAMAR NELMS

Pensioner Lamar Nelms, 54, died Dec. 9. Brother Nelms was born in Tampa. He started his SIU career in 1977, originally shipping with Z Tug Management Corporation. Brother Nelms' last trip was on a Penn Maritime Inc. vessel. He retired in 2009 and called San Mateo, Fla., home.



DONALD POWELL

Pensioner Donald Powell, 71, died Dec. 28. Brother Powell became a union member in 1979. He primarily worked aboard Crowley Towing & Transportation of Wilmington vessels. Brother Powell was born in Georgia. The deck depart-



ment member went on pension in 2000. Brother Powell lived in Huntington Beach, Calif.

JIMMIE SMITH

Pensioner Jimmie Smith, 72, passed away Dec. 3. Brother Smith signed on with the SIU in 1973. He was employed with Allied Transportation Company for the duration of his career. Brother Smith was resident of his native state, North Carolina. He began receiving his retirement compensation in 2003.



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

NATIONAL MARITIME UNION

LEROY AUSTIN

Pensioner Leroy Austin, 91, passed away Oct. 16. The Alabama native went on pension in 1967. Brother Austin made his home in Mobile, Ala.

JOHN BENNETT

Pensioner John Bennett, 88, died Oct. 31. Brother Bennett was a native of Virginia. He retired in 1986. Brother Bennett lived in Chester, Va.

JOHN BODDEN

Pensioner John Bodden, 78, passed away Oct. 6. Brother Bodden was born in the Cayman Islands. He became a pensioner in 1968 and continued to reside in the Cayman Islands.

JOSEPH CIBOROWSKI

Pensioner Joseph Ciborowski, 95, died Nov. 19. Brother Ciborowski, a native of Maspeth, N.Y., went on pension in 1974. He made his home in Warrington, Pa.

DAMAIN DE JESUS

Pensioner Damain De Jesus, 84, passed away Nov. 24. Brother De Jesus was born in Fajardo, P.R. He retired in 1984. Brother De Jesus continued to call Puerto Rico home.



WILLIAM GILLIS

Pensioner William Gillis, 88, died Oct. 13. Brother Gillis was born in Hopewell, Va. He started collecting his retirement compensation in 1986 and settled in Beloit, Ohio.

JOHN GRIFFIN

Pensioner John Griffin, 84, passed away Nov. 4. The New York-born mariner became a pensioner in 1967. Brother Griffin was a resident

of Austin, Texas.

JOSEPH HARLEY

Pensioner Joseph Harley, 95, died Oct. 28. Brother Harley was a Virginia native. He went on pension in 1980. Brother Harley lived in Brooklyn, N.Y.

JOHN HERBERT

Pensioner John Herbert, 79, passed away Oct. 13. Brother Herbert was born in Texas. He retired in 1984. Brother Herbert called Houston home.

WADE JONES

Pensioner Wade Jones, 85, died Nov. 17. Brother Jones was a native of Wake County, N.C. He started collecting his retirement compensation in 1971. Brother Jones made his home in Savannah, Ga.

ALVIN JOSEPH

Pensioner Alvin Joseph, 70, passed away Oct. 16. Brother Joseph, a native of Louisiana, became a pensioner in 1994. He settled in Port Arthur, Texas.

GEORGE LETT

Pensioner George Lett, 83, died Oct. 25. Brother Lett was born in Alabama. He went on pension in 1989 and continued to reside in Mobile, Ala.

BENJAMIN MUNK

Pensioner Benjamin Munk, 81, passed away Nov. 16. Born in Israel, he retired in 1987. Brother Munk was a resident of Clermont, Fla.

WILLIAM OLSEN

Pensioner William Olsen, 81, died Oct. 3. Brother Olsen was a native of Dearborn, Mich. He began receiving his pension in 1984. Brother Olsen lived in Crown Point, Ind.

JACK POST

Pensioner Jack Post, 82, passed away Nov. 1. Brother Post was born in Texas. He started collecting his retirement compensation in 1987. Brother Post continued to make his home in Texas.

MARVIN WILLENBURG

Pensioner Marvin Willenburg, 84, died Oct. 1. Brother Willenburg, a native of Minnesota, retired in 1970. He called Westwood, Kan., home.

ERNEST ZANETTIS

Pensioner Ernest Zanettis, 85, passed away Oct. 25. Brother Zanettis was born in Greece. He went on pension in 1988. Brother Zanettis made his home in Texas City, Texas.

Name	Age	DOD
Roberts, John	81	Nov. 21
Saldana, Roberto	83	Nov. 11
Schwartz, Martin	85	Dec. 12
Shumchenia, John	84	Dec. 17
Smith, Joseph	83	Dec. 7
Thompson, Andrew	85	Dec. 7
Williams, John	83	Nov. 28

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.

GREEN BAY (Waterman Steamship Company), Feb. 21 – Chairman **Anthony Smith**, Secretary **William E. Bragg**, Educational Director **Omar Izquierdo**, Steward Delegate **Ronald Bryd**. Chairman went over ship's itinerary, stating that they were en route to the U.S. West Coast then on to Texas for cargo discharge. He urged members to keep credentials in good order and support SPAD (Seafarers Political Activity Donation). Secretary requested patrolman deliver more union forms and applications to keep on hand. Educational director encouraged mariners to upgrade and stay abreast of issues reported in the *Seafarers LOG*. He asked everyone to read posted safety bulletins. Requests were made for a new pilot ladder with tag line, juice machine in mess-room and to have the ice machine fixed. Next ports: Tacoma, Wash., Port Hueneme, Calif. and Beaumont, Texas.

HORIZON HUNTER (Horizon Lines), Feb. 21 – Chairman **Loren Watson**, Secretary **Jennifer Jim**, Educational Director **Jeff Morris**, Steward Delegate **Romeo Manansala**. Chairman announced scheduled arrival in Long Beach, Calif., on February 22. Crew members were advised to check sailing board prior to leaving vessel. Secretary read and discussed communication concerning trip tour scenarios aboard PEX run vessels. Educational director reminded mariners about memorizing or otherwise keeping track of the PIN for their Transportation Worker Identification Credentials. He also talked about the importance of enhancing seafaring abilities at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew discussed suggestions for next standard contract and ideas for possible modifications to pension plan. Bosun commended crew for job well done in keeping safe with no injuries during the heavy storm en route to Hawaii. Steward department was thanked for good meals and service provided.

CHARGER (Maersk Line, Limited), March 14 – Chairman **Shawn Evans**, Secretary **George Farala**, Educational Director **Andrew Linares**, Deck Delegate **Dennis Hurley**, Engine Delegate **Eeric L. White**, Steward Delegate **Nathalie Norie**. Chairman thanked crew members for a safe, smooth voyage. He reminded them to separate trash and leave rooms clean when departing vessel. Educational director encouraged crew members to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs; disputed OT reported in the deck department. Suggestion was made to reduce sea-time required to qualify for retirement benefits. Crew mem-

bers would like food budget to be raised. Next ports: Oakland, Calif., Dutch Harbor, Alaska.

EL YUNQUE (Sea Star), March 28 – Chairman **Luis Ramirez**, Secretary **Michael M. Amador**, Deck Delegate **Michael Cruz**, Engine Delegate **Alfred Norris**, Steward Delegate **Adalberto Colonrosa**. Bosun thanked everyone for observing safety guidelines. He stated payoff would take place at sea on March 31. All members were asked to help keep laundry areas clean. Educational director advised mariners to verify TWIC cards' date and PIN number. He informed those who don't remember their PIN number to call the posted phone number to arrange an appointment to get a new one. No beefs or disputed OT reported. Crew expressed gratitude for great meals by the steward department. Next port: San Juan, P.R.

HORIZON EAGLE (Horizon Lines), March 7 – Chairman **Rufino Giray**, Secretary **Rolando Lopez**, Educational Director **David M. Parker**, Steward Delegate **Charles Atkins**. Chairman reported smooth sailing and announced payoff March 13 upon arrival in Long Beach, Calif. He asked those departing the ship to leave rooms clean and supplied with fresh linen for next seamen. Secretary noted that the sanitation inspection went well and thanked fellow crew members for help maintaining ship's cleanliness. No beefs or disputed OT reported. Vote of thanks was given to the steward department for a job well done. Next ports: Long Beach, Calif., and Oakland, Calif.

HORIZON RELIANCE (Horizon Lines), March 21 – Chairman **Tar Ahmed**, Secretary **Paul Sullivan**, Educational Director **Cirico Geonanga**, Deck Delegate **Julius Udan**, Engine Delegate **David Hamilton**, Steward Delegate **Frank Iverson**. Chairman read and discussed president's report from *Seafarers LOG*. Secretary expressed his gratitude for help keeping ship clean. Educational director reiterated the need for mariners to make sure all shipping-related documents are up-to-date. He also advised all mariners to attend classes at the SIU-affiliated training center. No beefs or disputed OT reported. Members thanked steward department for their hard work. Next ports: Long Beach, Calif. and Honolulu.

LIGHTNING (Maersk Line, Limited), March 13 – Chairman **Romeo Lugtu**, Secretary **Ernest Polk**, Educational Director **Arthur Kately**, Deck Delegate **Hussein Mohamed**, Steward Delegate **Thalis Ealy**. Chairman stated that this was one of the best trips of his career. Crew was a pleasure to work with. Educational director urged sea-

Sailing Aboard Liberty Grace

Second Mate Kevin Corwin submitted these photos of Seafarers aboard Liberty Maritime's *Liberty Grace*.



AB Irving Rochez



AB Silvino Masalta



GUDE Dennis Pangan

men to upgrade whenever possible to improve skills and better their chances of moving up. Treasurer reported \$1,300 in ship's fund. No beefs or disputed OT reported. Kudos were given to the steward department for great food and a clean ship. Next port: Long Beach, Calif.

OVERSEAS HOUSTON (OSG Ship Management), March 21 – Chairman **Lawrence Zepeda**, Secretary **William Burdette**, Educational Director **Michael Williams**, Deck Delegate **Napoleon San Martin**, Steward Delegate **Alejandro Mejia**. Chairman discussed ship's itinerary and asked departing members to leave cabins clean and in an orderly state. Members were informed that the satellite boxes are not interchangeable and should remain in the cabin that they were issued to. Educational director advised mariners to

attend classes at the Piney Point school to enhance seafaring abilities. Treasurer noted \$220 in ship's fund. No beefs or disputed OT reported. Next port: Fort Lauderdale, Fla.

PHILADELPHIA EXPRESS (Crowley), March 14 – Chairman **Winston Thompson**, Secretary **Exxl Ronquillo**, Educational Director **David Carter**, Deck Delegate **Paul Altenor**, Engine Delegate **Phillip Niles**, Steward Delegate **Jose Constantino**. Chairman stated payoff to take place in Houston on March 24. He thanked the steward department for a job well done and expressed his gratitude to all crew members for smooth sailing. Secretary reported that captain was very pleased with ship's cleanliness. Educational director urged crew to upgrade whenever possible to improve seafaring skills. No beefs or disputed OT

reported. Motion was made to raise base-pay wages for the next contract.

RACER (Maersk Line, Limited), March 7 – Chairman **Roberto Contreras**, Secretary **Glenn Williams**, Educational Director **Paul M. Titus**, Engine Delegate **Nat Lamb**. Bosun announced payoff on March 9 in Newark, N.J. He stressed the importance of working hard and staying safe. Everyone was thanked for working well together. Educational director advised members to upgrade, which can lead to better opportunities and advancement. No beefs or disputed OT reported. Need was expressed for a new dryer, chairs for crew lounge and new pillows. Steward department was thanked for great food. Members leaving the ship were reminded to straighten up rooms and leave clean linen for arriving crew. Next port: Newark, N.J.

ANNUAL FUNDING NOTICE MCS SUPPLEMENTARY PENSION PLAN

Introduction

This notice includes important funding information about your pension plan ("the Plan"). This notice also provides a summary of federal rules governing multiemployer plans in reorganization and insolvent plans and benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal agency. This notice is for the plan year beginning January 1, 2009 and ending December 31, 2009 (referred to hereafter as "Plan Year").

Funded Percentage

The funded percentage of a plan is a measure of how well that plan is funded. This percentage is obtained by dividing the Plan's assets by its liabilities on the valuation date for the plan year. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the Plan Year and 2 preceding plan years is set forth in the chart below, along with a statement of the value of the Plan's assets and liabilities for the same period.

	2009	2008	2007
Valuation Date	January 1, 2009	January 1, 2008	January 1, 2007
Funded Percentage	143.43%	151.11%	142.17%
Value of Assets	\$7,140,845	\$7,954,211	\$7,977,823
Value of Liabilities	\$4,978,794	\$5,263,805	\$5,611,333

Transition Data

Annual Funding Notices for plan years prior to 2008 contained a Funded Percentage based on the applicable law at that time. The funded percentage for plan years prior to 2008 was called the "funded current liability percentage". The Plan is providing you with comparable information that reflects the funding status of the Plan under the law in effect prior to 2008. For 2007, the Plan's "funded current liability percentage" was 134.9%, the Plan's assets were \$7,977,823, and Plan liabilities were \$5,914,126.

Fair Market Value of Assets

Asset values in the chart above are actuarial values, not market values. Market values tend to show a clearer picture of a plan's funded status as of a given point in time. However, because market values can fluctuate daily based on factors in the marketplace, such as changes in the stock market, pension law allows plans to use actuarial values for funding purposes. While actuarial values fluctuate less than market values, they are estimates. As of December 31, 2009, the unaudited fair market value of the Plan's assets was \$6,998,418. As of December 31, 2008, the fair market value of the Plan's assets was \$7,035,140. As of December 31, 2007, the fair market value of the Plan's assets was \$8,143,400.

The December 31, 2009 fair value of assets disclosed above is reported on an unaudited basis since this notice is required to be distributed before the normal completion time of the audit which is currently in progress.

Participant Information

The total number of participants in the plan as of the Plan's valuation date was 894. Of this number, 282 were active participants, 518 were retired or separated from service and receiving benefits, and 94 were retired or separated from service and entitled to future benefits.

Funding & Investment Policies

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The funding policy of the Plan is to make contributions in accordance with the existing Collective Bargaining Agreement, but in no event less than the minimum amount annually as required by law.

Once money is contributed to the Plan, the money is invested by plan officials called fiduciaries. Specific investments are made in accordance with the Plan's investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries who are responsible for plan investments with guidelines or general instructions concerning various types or categories of investment management decisions. The investment policy of the Plan is to provide a source of retirement income for its participants and beneficiaries while attaining an annual investment return of 6%. To preserve capital, some of the assets are invested in a general account with Connecticut General Life Insurance Company that pays a guaranteed rate of interest each year. Approximately 40% of the remainder of the Plan's assets is invested in equity securities with the balance invested in fixed income securities.

In accordance with the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Interest-bearing cash	7.87
2. U.S. Government securities	24.81
3. Corporate debt instruments (other than employer securities):	.00
Preferred	11.72
All other	.00
4. Corporate stocks (other than employer securities):	.00
Preferred	22.15
All other	.00
5. Partnership/joint venture interests	.00
6. Real estate (other than employer real property)	.00
7. Loans (other than to participants)	.00
8. Participant loans	.00
9. Value of interest in common/collective trusts	.00
10. Value of interest in pooled separate accounts	.00
11. Value of interest in master trust investment accounts	.00
12. Value of interest in 103-12 investment entities	.00

Asset Allocations

	Percentage
13. Value of interest in registered investment companies (e.g., mutual funds)	.00
14. Value of funds held in insurance co. general account (unallocated contracts)	33.45
15. Employer-related investments:	.00
Employer Securities	.00
Employer real property	.00
16. Buildings and other property used in plan operation	.00
17. Other	.00

Critical or Endangered Status

Under federal pension law a plan generally will be considered to be in "endangered" status if, at the beginning of the plan year, the funded percentage of the plan is less than 80 percent or in "critical" status if the percentage is less than 65 percent (other factors may also apply). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status, the trustees of the plan are required to adopt a rehabilitation plan. Rehabilitation and funding improvement plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time.

The Plan was not in endangered or critical status in the Plan Year.

Right to Request a Copy of the Annual Report

A pension plan is required to file with the U.S. Department of Labor an annual report (i.e., Form 5500) containing financial and other information about the plan. Copies of the annual report are available from the U.S. Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N-1513, Washington, DC 20210, or by calling 202.693.8673. Or, you may obtain a copy of the Plan's annual report by making a written request to the plan administrator.

Summary of Rules Governing Plans in Reorganization and Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

Where to Get More Information

For more information about this notice, you may contact the Board of Trustees or: Margaret Bowen, Plan Administrator, at 301-899-0675, or by writing to: Plan Administrator, 5201 Auth Way, Camp Springs, Maryland 20746. For identification purposes, the official plan number is 001 and the plan sponsor's employer identification number or "EIN" is 51-6097856. For more information about the PBGC and benefit guarantees, go to PBGC's website, www.pbgc.gov, or call PBGC toll-free at 1-800-400-7242 (TTY/TDD users may call the Federal relay service toll free at 1-800-877-8339 and ask to be connected to 1-800-400-7242).

Know Your Rights

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

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

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

certified mail, return receipt requested. The proper address for this is:

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

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

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY

DONATION — SPAD.

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

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

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

Seafarers Paul Hall Center Upgrading Course Schedule

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., for the next few months of 2010. 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 Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Able Seaman	June 21	July 16
Bosun Recertification	October 18	November 8
Celestial Navigation	May 24	June 18
Fast Rescue Boat	May 3	May 7
	June 21	June 25
Lifeboatman	June 7	June 18
Radar Recertification	June 21	June 21
Specially Trained Ordinary Seaman	May 10	May 21

Engine Department Upgrading Courses

Basic Auxilliary Plant Operations	May 24	June 18
FOWT	June 21	July 16
Welding	May 10 June 7	May 28 June 25

Safety Upgrading Courses

Basic & Advanced Firefighting	May 31	June 11
BST/Basic Firefighting	May 24 June 21	May 28 June 25
Medical Care Provider	June 14	June 18

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 _____

Steward Department Upgrading Courses

Title of Course	Start Date	Date of Completion
Chief Steward	July 19	August 27

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 April 19.

Academic Department Courses

General education and college courses are available as needed at the Paul Hall Center. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course.

The following opportunities are currently available: Adult Basic Education (ABE), English as a Second Language (ESL), a College Program and a Preparatory Course. When applying for preparatory courses, students should list the name of the course desired on upgrading application. An introduction to computers course, a self-study module, is also available.

Online Distance Learning Courses

"Distance learning" (DL) courses are available to students who plan to enroll in classes at the union-affiliated Paul Hall Center for Maritime Training and Education. The online courses are not mandatory, but they are structured to benefit students who eventually attend other classes at the Paul Hall Center, which is located in Piney Point, Md.

The online courses are: DOD Level 1 Antiterrorism Awareness Training, MSC Environmental Awareness, First Aid Preparation, Hazardous Material Control and Management, Hearing Conservation, Heat Stress Management, Bloodborne Pathogens, Shipboard Pest Management, Respiratory Protection, Back Safety, Fixed Fire Fighting Systems, Shipboard Firefighting, Portable Fire Extinguishers, Fire Fighting Equipment, Shipboard Water Sanitation, Crew Endurance Management, Basic Math Refresher, Intermediate Math Refresher, Marine Engineering Mathematics Preparation, Introduction to Navigational Math, Basic Culinary Skills, and Chief Cook Preparation.

Students MUST have access to the internet and an e-mail address in order to take the aforementioned classes. Each course must be taken online, not at the Paul Hall Center. E-mail addresses should be provided on applications (printed neatly) when applying. Applicants should include the letters DL when listing any online course on the upgrading application form below.

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.



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 or relevant pages of merchant mariner credential, front page of your union book indicating your department and seniority, qualifying seetime for the course if it is Coast Guard tested, 1995 STCW Certificate, valid SHBP Clinic Card and TWIC.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

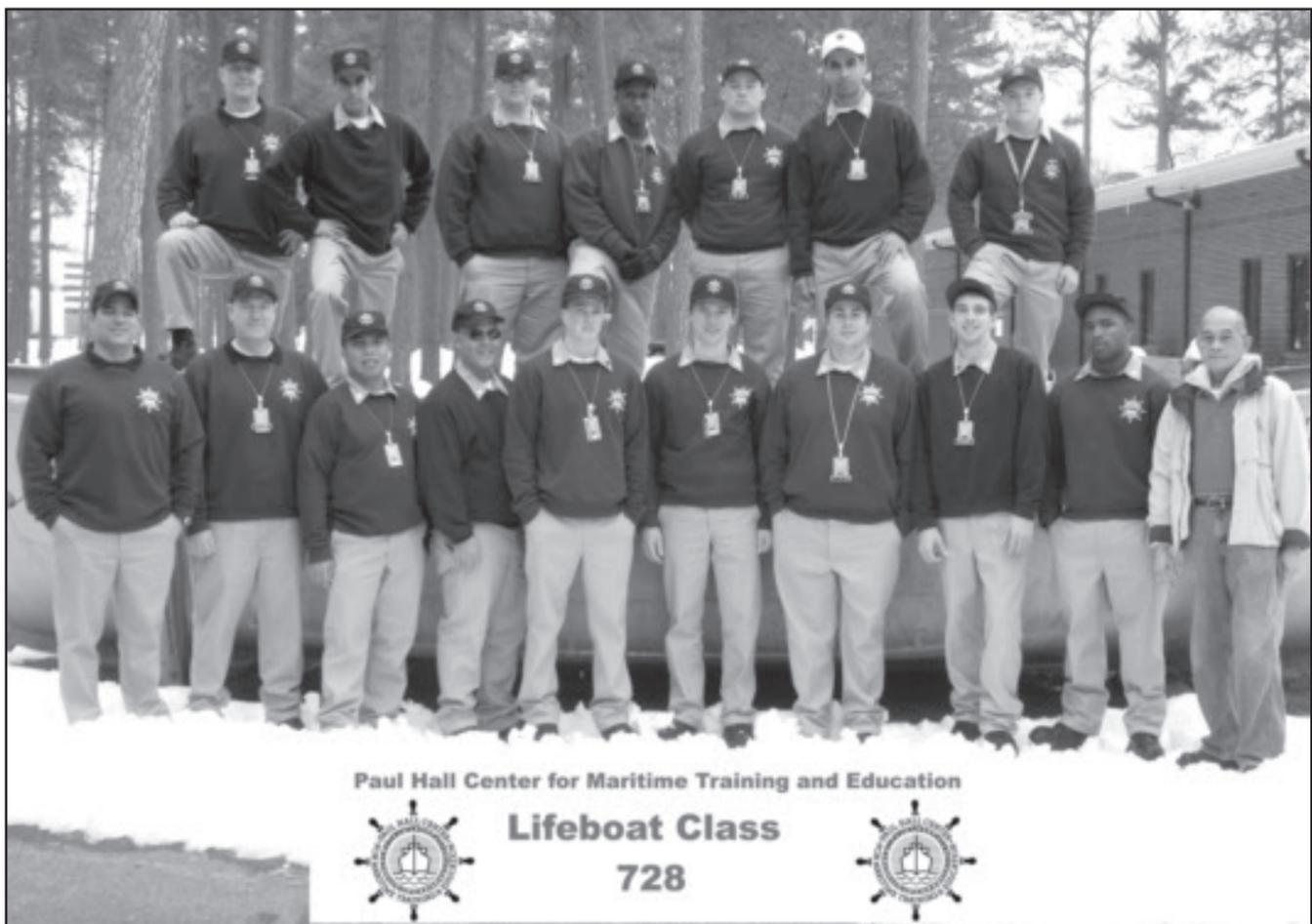
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point. Not all classes are reimbursable. Return completed application to: 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 Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Classes

Unlicensed Apprentice Water Survival Class 728 – Sixteen unlicensed apprentices on Feb. 5 completed training in this 60-hour course. Those graduating (right, in alphabetical order) were: Richard Blackmon, Allan Bombita, Timothy Bradstreet, Corey Chandler, Timothy Christopher, Joseph Dursse, Brandon Fore, John Ingold Jr., Joshua Marshall, Joseph Piper, Michael Prater, William Ruiz, Salah Saleh, Stephen Valentine, Ricardo Vazquez Jr., and Joseph Wattam. Their instructor, Bernabe Pelington, is at 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.



Welding – Eight upgraders completed this 103-hour course March 26. Graduating (above, in alphabetical order) were: Robert Bell, Daryl Corbett, Corey Downing, Farhan Elmathil, Daniel McFarland, Dewayne Patterson, Tijani Rashid and Bernard Smalls. Buzzy Andrews, their instructor, is at left. (Note: Not all are pictured.)

Computer Classes



Four Seafarers completed various computer courses recently while undergoing upgrade training in Piney Point. Graduating from the classes (left to right in photo above) were Jason Cummings and Annie Walker. Also completing courses were Nicasio Arzu (left in top photo at right) and Larry Middleton (right in photo at right). Rich Prucha (right in photo above and right and left in other two photos, respectively) was their instructor.



Advanced Firefighting (Maersk) – The following individuals (above, in alphabetical order) completed training in this course: Richard Burkhart, Bryan Burns, Cory Gardner, Ralph Garner, John Immerfall, Gary Longmire, John Phillips and Dave Shellock. Their instructor, Steve Stockwell, is at left.



Machinist – Ten upgraders finished their requirements in this 102-hour course March 12. Graduating (above, in alphabetical order) were: Anthony Bartley, Arkady Bichevsky, Clinton Cephas, Cynthia Harris, Nathan Hollander, Yuriy Khitrenko, Joseph Krajnik, Eric Mentzer, Dean Miller and Frank Strong. Their instructor, Steve Haver, is kneeling at right.

Paul Hall Center Classes



Vessel Security Officer – Fourteen individuals completed their requirements in this course March 2. Graduating (above, in alphabetical order) were: Michael Daniels, Jefferey Fackett, Mark Faust, Edward Garner, David Goodwin, Philip Inman, Riley Johnson, Steven Jones, Ronald Meadows, Byron O'Neal, Guy Pruitt Sr., Oswald Smithwick, Jason Thomas and Brian Willis. Their instructor, Brad Wheeler, is at left. (Note: Not all are pictured.)



Medical Care Provider – Nine upgraders finished their requirements in this course March 26. Graduating (above, in alphabetical order) were: Duane Akers, Davon Brown, John Crawford, Abner Diaz Torres, Antwan Legare, Neil Sullivan, Charles Tison, Lua Tran and Ray Truong. Mike Roberts, their instructor, is at right.



STOS – The following upgraders (above, in alphabetical order) on March 19 graduated from this 70-hour course: Prymus Buckholtz, William Dobbins, Terry Franklin, Peter Hamm, John Jasinski, Eric Johnson, Michael Julien, Demetrius Madison, MaMarilynda Nance, Christopher Patzer and Rey Ramos.



BST (Hawaii) – The following individuals (above, in no particular order) on Feb. 6 graduated from this course at the Seafarers Training Center at Barbers Point, Hawaii: Candice Aragon, Cherif Ben Ali, Nedelko Corria, Amber Finley, Rachel Thomas, Nichol Uecke, Shane Brubaker, Katherine Carter and Kyle Wenger.



BST (Hawaii) – Nine individuals on March 27 completed their requirements in this course at the Hawaii-based Seafarers Training Center. Graduating (above, in no particular order) were: Eric Sturgis, Elliot Knox, Vincent Castrillo, Kyle Davis, Gladys Alvarado, Robert Snively, Brianna Peterson, Megan Wolney and Bobbie Moreland.



The

www.seafarers.org

Volume 72, Number 5

May 2010

Seafarers Log

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

**SMIS
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The icebreaker *Oden* leads the way to the station.



The Seafarers-crewed *American Tern* docks at McMurdo Station.

American Tern Sails in 'Deep Freeze'

SIU-Crewed Vessel Delivers For Yearly Antarctica Mission

The Seafarers-crewed *American Tern* capably did its part in support of Operation Deep Freeze 2010, the latest installment of the yearly resupply mission to the National Science Foundation's McMurdo Station in Antarctica.

Operated by Osprey Ship Management for the U.S. Military Sealift Command (MSC), the *American Tern*

arrived at McMurdo on Feb. 1. The vessel then offloaded 734,907 cubic feet of cargo including frozen and dry food stores, building supplies, vehicles, and electronic equipment and parts.

Days earlier, another Seafarers-crewed ship – the *USNS Paul Buck* – unloaded diesel, gas and jet fuel at the ice pier (see pages 12-13 for photos and more information on the *Buck*).

According to MSC, each Antarctic summer since McMurdo Station was established in 1955, an MSC tanker and dry cargo ship—with assistance from an icebreaker—have arrived to deliver the vast majority of the fuel and dry cargo required to sustain personnel on the continent for a year. After the deliveries by sea, the Air Force has then distributed some that cargo by air from McMurdo Station to other remote research locations across the continent. (Seafarers-crewed MSC ships have also transported cargo – ranging from precious ice core samples for research to trash and recyclable materials for disposal – off of the continent.)

Although the annual operation has become distinctively routine, the *American Tern's* most recent voyage included a couple of special moments. U.S. Navy Secretary Ray Mabus met with mariners aboard the ship, and a number of crew members received the Antarctica Service Medal from Air Force Col. Paul Sheppard, commander, 13th Air Expeditionary Group, Joint Task Force Support Forces Antarctica. The medal

is given to people who have served at least 10 days on the Antarctic continent in support of the U.S. Antarctic Program.

SIU crew members aboard the *American Tern* for Operation Deep Freeze 2010 included Bosun **Hernando Bansuelo**, ABs **Chris Wilson**, **Ben Skuban**, **Vincent Hamm**, **Melody White** and **David Weeks**, GUDes **Osburn Wyche Jr.** and **Patrick Sapp**, OMUs **Claude Letts**, **Peter Dadzie** and **Randy Wurr**, Chief Steward **Gregory Broyles**, Chief Cook **Sherman Harper** and SAs **Wilma Martinez** and **Brandy Griffin**.



U.S. Navy Secretary Ray Mabus (right) samples the chow aboard the vessel. At left is Chief Cook Sherman Harper.



Clockwise from upper left, Air Force Col. Paul Sheppard (right in each photo) presents the Antarctica Service Medal to Bosun Hernando Bansuelo, Chief Steward Gregory Broyles, AB David Weeks, AB Chris Wilson, AB Vincent Hamm and OMU Randy Wurr.