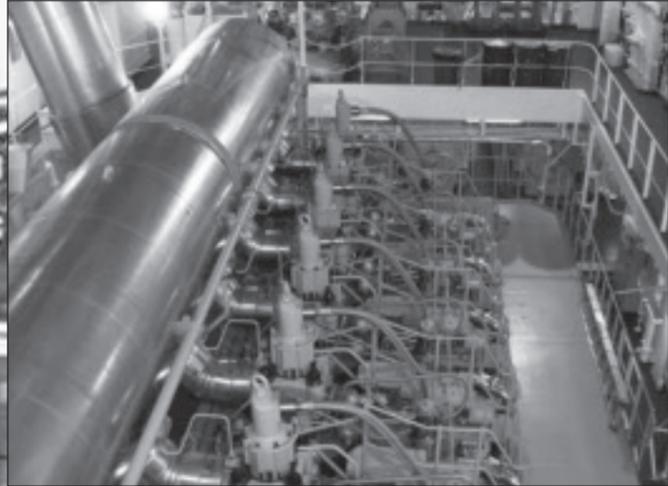




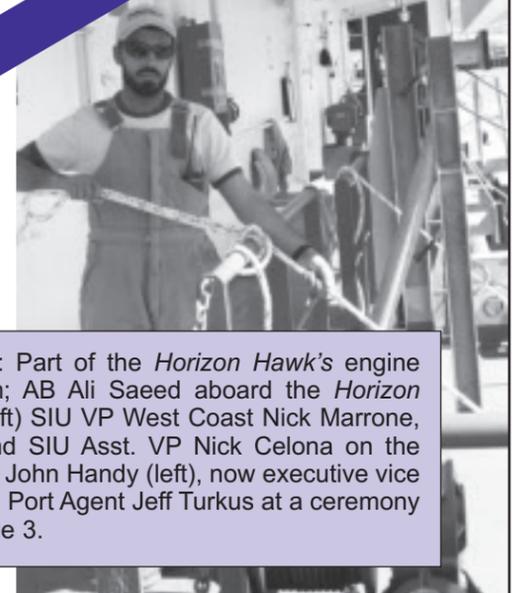
# The Seafarers Log

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



The SIU-contracted Horizon Lines fleet recently added three new ships: the *Horizon Hawk*, *Horizon Hunter* and *Horizon Eagle*. Two more new vessels (the *Horizon Falcon* and *Horizon Tiger*) are scheduled to join the fleet this month.

## New Vessels Join Horizon Lines Fleet



Pictured clockwise from upper left: Part of the *Horizon Hawk's* engine room; the *Horizon Hawk* in Guam; AB Ali Saeed aboard the *Horizon Hunter* on the West Coast; (from left) SIU VP West Coast Nick Marrone, Recertified Bosun Barry Hamm and SIU Asst. VP Nick Celona on the *Horizon Hawk*; and Retired General John Handy (left), now executive vice president at Horizon Lines, with SIU Port Agent Jeff Turkus at a ceremony in Guam for the *Horizon Hawk*. Page 3.

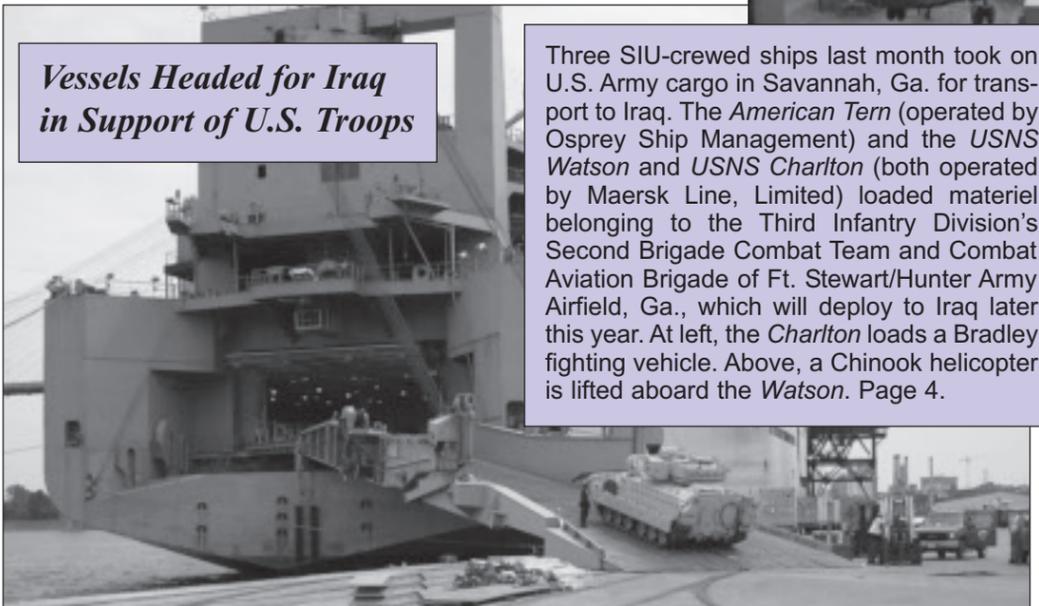


### SIU Welcomes Yorktown Express

The upgrading of the U.S. Maritime Security Program (MSP) fleet continued last month as the SIU-crewed *Yorktown Express* joined it. Pictured aboard the vessel are (from left) QEE Niles Jacobsen, DMAC Christopher Zaucha and DMAC Mohammad Kahn. Page 3.

### Seafarers-Crewed Ships Load U.S. Army Cargo

*Vessels Headed for Iraq in Support of U.S. Troops*



Three SIU-crewed ships last month took on U.S. Army cargo in Savannah, Ga. for transport to Iraq. The *American Tern* (operated by Osprey Ship Management) and the *USNS Watson* and *USNS Charlton* (both operated by Maersk Line, Limited) loaded materiel belonging to the Third Infantry Division's Second Brigade Combat Team and Combat Aviation Brigade of Ft. Stewart/Hunter Army Airfield, Ga., which will deploy to Iraq later this year. At left, the *Charlton* loads a Bradley fighting vehicle. Above, a Chinook helicopter is lifted aboard the *Watson*. Page 4.

## President's Report

### Still Proud—And Still Optimistic

There's a lot to digest with last month's announcement about the temporary re-flagging of NCL America's SIU-crewed *Pride of Hawaii* starting early next year (see story, this page).



Michael Sacco

And while there's no use in sugarcoating any of it, when I look at the big picture involving the NCL America fleet, I know there is well-founded cause for optimism.

If you're new to our union or for some other reason are unfamiliar with the NCL America ships, here's the short version. Our country went from having no deep sea U.S.-flag cruise ships in the wake of September 11, 2001 to adding three new American-flag vessels under the NCL America banner, beginning in 2004. It took a lot of work to make that happen, and it took cooperative efforts from maritime labor, the company, supporters in Congress and others.

As expected, there were growing pains, both for the company and its contracted unions, including the SIU. But by early 2006, with the *Pride of Aloha* and *Pride of America* in service and the *Pride of Hawaii* almost ready to sail, we had turned a corner. Customer satisfaction was up. Bookings were solid. Crew turnover on the hotel side was stabilizing. (Turnover generally has never been a problem on the marine side.) The NCL America ships were having a major, positive impact on the economy, particularly in Hawaii.

Things changed when the *Pride of Hawaii* joined the fleet in 2006. An unexpected surge in foreign-flag competition and a general downturn across the entire cruise-ship industry played key parts in the company's financial losses for last year.

In fairness, those weren't the only issues. While operations were proceeding relatively smoothly with two ships, the jump to three vessels probably spread certain resources a little too thin. Again, we've been down this road before, and I know we have what it takes to succeed in the long run. As we learned with the so-called white ships in Hawaii many years ago (the old *Independence* and *Constitution*), it takes time to build up a steady manpower pool in this segment of the industry. But it can and will be done.

As you can imagine, the decision concerning the *Pride of Hawaii* led to an intense series of meetings and phone calls, both internally for the SIU and with us and NCL America. What I took from those meetings is this: We all agree that too much work went into this program to simply give up. We all agree that eligible crew members who want to continue working for NCL will be given that opportunity—almost certainly aboard the other *Pride* ships. And we all agree that it is completely realistic to believe that NCL America will succeed as a two-ship fleet in the short run and then as a larger fleet over the long haul.

Speaking for every SIU official, I can promise our membership we're not going to stand around and do nothing. We've already intensified our efforts to continue to keep this fleet a success, and we will exhaust every resource if that's what it takes.

"Aloha" means both hello and goodbye. We said an aloha greeting last year to the *Pride of Hawaii*, and we'll say a temporary aloha farewell to the ship early next year. I already look forward to once again saying a great big "Aloha!" when we welcome her back into the U.S.-flag fleet.

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## Pride of Hawaii Scheduled for Temporary Move to Europe NCL Emphasizes Ship's Withdrawal Is Interim

Emphasizing long-range optimism about its American-flag component, NCL Corporation—parent company of SIU-contracted NCL America—on April 10 announced the temporary withdrawal of the Seafarers-crewed *Pride of Hawaii* from the Hawaii market effective February 2008. The ship will be deployed to Europe for the summer of 2008 as part of Norwegian Cruise Line's foreign fleet, in an effort to offset financial losses.

While the move is a setback to the U.S. fleet and to NCL America's contracted unions (the SIU, the Seafarers Entertainment and Allied Trades Union, and the Marine Engineers' Beneficial Association), the company stressed its continued commitment to its other American-flag vessels—*Pride of Aloha* and *Pride of America*—along with plans to return the *Pride of Hawaii* to U.S. registry.

For crew members, the news certainly wasn't all bad. During shipboard meetings April 10 in Hawaii conducted by union officials and company executives, *Pride of Hawaii* mariners were assured that continued employment opportunities will be available aboard the two remaining U.S.-flag ships as well as (for those interested) on the rest of the NCL fleet. They also were informed that the unions and NCL America have agreed to "stay-on bonuses" for crew members aboard the *Pride of Hawaii* on or before April 10 (and also for eligible mariners on leave or vacation at that time).

NCL President and CEO Colin Veitch said of the withdrawal, "We take this action with regret, but sure in the knowledge that a temporary retrenchment is the right thing to do for the good of the business and the good of Hawaii in the long run. We remain committed to building a strong U.S.-flag cruise business home ported in Hawaii, and we need to make sure that our other two ships are able to achieve acceptable profitability before we can confidently reintroduce *Pride of Hawaii*."

In a news release, the company pointed to its "substantial" monetary losses in 2006 (reported earlier this year) which "have been caused by down-

ward pricing pressure in the Hawaii market following the addition of *Pride of Hawaii* to the fleet last summer, and the steep increase in the amount of foreign-flag competition entering the Hawaii market from the West Coast."

According to Veitch, NCL America has grown very quickly over three years, and its competitors have also surged, starting in 2006. "Clearly we are victims of our own success," Veitch stated. "We have demonstrated that Hawaii is a highly attractive cruise destination and Hawaii now has four times as much capacity serving it in 2007 as it did in 2004 when we started NCL America."

"We are now very hopeful that this latest measure will make the critical difference in ensuring the success of this important venture. We continue to have a vision of a strong domestic cruise industry in Hawaii and firmly believe that the combination of steps we have now taken will result in a strong NCL America delivering the best cruise itinerary anywhere in the world with the very highest standard of service at sea," Veitch concluded.

U.S. Senator Daniel Inouye (D-Hawaii), a key figure in the rebirth of the deep sea U.S.-flag cruise industry, said, "I am proud of the great strides made, through the robust growth of a cruise ship sector, to further diversify Hawaii's tourism industry, making our island state the fastest growing domestic cruise destination in North America. Since NCL America's entrance into the market in 2004, Hawaii's cruise capacity has quadrupled. There is no doubt that I am disappointed with NCL's announcement to temporarily withdraw the *Pride of Hawaii* from Hawaii waters. It was a very difficult decision that President and CEO Colin Veitch had to make for the good of the overall company as he and his corporate team work to further grow demand in the Hawaii market. I respect his decision and look forward to the day that we will be able to welcome the *Pride of Hawaii* back to Hawaii's shores, hopefully in the not too distant future."

## Union Submits More Comments About TWIC, MMC Programs

The union last month continued gathering information and making its voice heard on both the Transportation Worker Identification Credential program (TWIC) and the Merchant Mariner Qualification Credential (MMC).

The SIU on April 10 hosted a meeting at its headquarters featuring a presentation by representatives from Deloitte & Touche, a Lockheed Martin subcontractor responsible for parts of the TWIC program. An extensive question-and-answer session immediately followed. Representatives from several other U.S. maritime unions and from their respective associated schools also participated in the meeting, as did officials from the SIU-affiliated Paul Hall Center.

Two days later, the union submitted testimony to the Senate Committee on Commerce, Science and Transportation, which conducted a hearing on TWIC implementation.

Later in the month, the SIU and five other maritime unions jointly submitted comments responding to a supplementary notice of proposed rulemaking covering the MMC—a credential eventually intended to replace the current merchant mariner document/z-card.

Seafarers will be required to carry a TWIC by Sept. 25, 2008, but in the meantime may use their



Some of the participants are pictured at the April 10 TWIC meeting at SIU headquarters in Camp Springs, Md.

valid merchant mariner document along with a second form of identification to meet the requirements of the TWIC law (which stem from both the Maritime Transportation Security Act of 2002 and the SAFE Port Act).

It is anticipated that the final rulemaking on the MMC won't take effect until approximately August 2008. Initial issuance of that credential will continue over a five-year period starting around that same time in 2008.

Meanwhile, the initial roll-out of the TWIC program has been plagued by delays and technical problems. At the Senate committee hearing on April 12, lawmakers admonished representatives from the Transportation Security Administration (TSA) for missed deadlines; it now appears likely that the program's initial phase

won't be implemented until late summer or fall, when it was supposed to have begun by last month.

In its testimony for that same Senate hearing, the SIU reiterated its position that where U.S. seafarers are concerned, a relatively simple modification to the current mariner credential would fulfill federal mandates without any compromise whatsoever to shipboard or port security. "The complicated and burdensome process finalized by the agency is both unnecessary for merchant mariners and may essentially prove disruptive to maritime commerce," the union stated. "As we have repeatedly advocated, the SIU strongly recommends that the current merchant mariner

Continued on page 7

# Horizon Lines Adds New Vessels

## Fleet Revamp Means Net Gain of at Least 1 Ship

New tonnage and job security for Seafarers both received a boost recently with the entry of three U.S.-flag vessels into the SIU-contracted Horizon Lines fleet.

Two of the vessels, the *Horizon Hawk* and the *Horizon Hunter*, called on the port of Tacoma, Wash. March 30 and April 6, respectively, following

their voyages from the Far East. The third vessel, the *Horizon Eagle*, entered service April 10. The remaining two vessels, the *Horizon Falcon* and the *Horizon Tiger*, are slated to enter service by the end of this month.

Horizon last year chartered the five U.S.-flag vessels for 12-year terms from subsidiaries of Ship Finance International, Ltd in

order to replace and add to the platforms already in its current fleet. All five of the Hunter class vessels are of proven international design and have a service speed of 23 knots. The vessels—each a 2,824 TEU (20-foot equivalent unit) containership—were built by South Korea-based Hyundai Mipo Dockyard.

The maiden voyage of the *Hawk* in March officially launched Horizon's enhanced Transpacific-1 (TP1) service between the mainland United States, Guam, Micronesia and Asia. This new tonnage upgraded the carrier's previous TP1 component that served the lane with five Jones Act-qualified vessels. (The Jones Act covers ocean cargo services to and from Alaska, Hawaii and Puerto Rico, as well as cargo moving between other U.S. origin and destination ports, ensuring those cargoes are carried on vessels crewed, built, flagged and owned American.)

Redeploying the carrier's Jones Act vessels from previous TP1 service to trade routes that require the U.S.-built vessels provides additional capacity and adequate ships to meet the future needs of Horizon Lines' customers well into the future, a company news release said. The introduction of this new tonnage also allows the company's other Jones Act vessels to be available as reserve capacity to meet seasonal



The *Horizon Hunter* is part of an influx of new vessels.



Pictured in the crew mess aboard the *Horizon Hunter* are (from left) Recertified Bosun Loren Watson, QEE Joseph Egan, QMED Stephen Roberts, Recertified Steward Jennifer Jim, SA Steven Wasch, AB Stephen Czaple and Recertified Bosun Glenn Christianson.

## New ATB Freeport Welcomed by SIU

More employment opportunities for Seafarers recently presented themselves as SIU-contracted U.S. Shipping Partners LP (USS) put its newest articulated tug-barge (ATB)—the *Freeport*—into operation.

The new double-hulled platform will be used in the USS domestic coastwise trade in refined petroleum products and chemicals.

The *Freeport* is the first in a series of four ATBs which USS has committed to building over the next three years. The vessels will be constructed by Manitowoc Marine Group (barge component) of Marinette, Wis. and Eastern Shipbuilding Group Inc. (tug component) of Panama City, Fla. Upon completion, each ATB will feature a flexible cargo system capable of carrying a broad spectrum of refined petroleum products and chemicals, a fuel-efficient main engine and hull design which will allow service speeds generally in excess of standard ATB designs. All four vessels will have carrying capacities of approximately 160,000 barrels, be operated by USS and manned in all unlicensed positions by members of the SIU. Each platform carries a price tag of about \$65 million.

An ATB consists of a tank vessel (barge) and a large, powerful tug that is positioned in a notch in the stern of the barge. The tug propels and maneuvers the barge. Unlike an integrated tug-barge (ITB) where the tug and barge are

locked together in a rigid connection and became one unit for practical purposes, the ATB has an articulated or "hinged" connection system between the tug and barge, which allows movement in one axis, or plane in the critical area of fore and aft pitch.

USS also has nine 49,000 dwt double-hulled petroleum product tankers on order at General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego, Calif. Delivery of the first ship in the series is expected in the second quarter of 2009. The tankers also will be manned in all unlicensed positions by the SIU and be time-chartered to U.S. energy firms for periods of three to 10 years, according to USS.

The company currently operates the ITBs *Baltimore*, *Groton*, *Jacksonville*, *Mobile*, *New York* and *Philadelphia*. USS also operates the tankers *Chemical Pioneer*, *Charleston*, *Houston* (formerly the *USNS Gus Warren Darnell*, a T-5 replacement tanker that had operated for many years under Military Sealift Command) and the *Sea Venture*—all of which are under SIU contract.

U.S. Shipping Partners is a leading provider of long-haul marine transportation services, principally for refined petroleum products, in the U.S. domestic coastwise trade. The company is also involved in the coastwise transportation of petrochemical and commodity chemical products.

and dry-dock needs, as well as to respond to potential new opportunities such as coastwise container services.

Once all of the new tonnage is in place (expected by this July), Horizon Lines will be operating at least 17 Seafarers-crewed vessels—a net gain of one ship, according to a Horizon Lines spokesman. The company added that the possibility exists that they will find business for one or more ships currently scheduled for lay-up.

By July, Horizon Lines' ships are slated to be deployed as follows: Two will sail from Tacoma to Hawaii; four will sail from Tacoma to Alaska; five (the newest ships) will sail on the Transpacific route (Tacoma,



This is a ballast water control console aboard the *Horizon Hawk*.

Oakland, Hawaii, Guam, Hong Kong and Kaohsiung); two will sail from California to Hawaii; one will sail from Elizabeth, N.J. to San Juan; two will sail from Jacksonville to San Juan; and one will sail from Houston to San Juan.

## Yorktown Express Joins U.S. MSP Fleet

The modernization of the SIU-crewed U.S. Maritime Security Program (MSP) fleet continued on schedule last month as the containership *Yorktown Express* became part of it.



AB Richard O'Brien is on gangway watch.

SIU Port Agent Georg Kenny represented the union and joined other industry representatives during the April 9 ceremony in Norfolk, Va. in which the vessel officially took its place in the MSP flotilla. Operated by Seafarers-contracted Marine Personnel and Provisioning for Hapag-Lloyd USA, the *Yorktown Express* replaced the *Livorno Express*. It became the fourth of five vessels slated to flag American and enter service under this phase of an MSP modernization program which commenced last year.

Previously, the *Philadelphia Express*, *St. Louis Express* and *Washington Express* each flagged U.S. in exchange for older platforms. The *Charleston Express* next month is slated to join the MSC fleet as a replacement for the aging *CP Navigator*.

The *Yorktown Express* is 798 feet long with a beam of 105 feet, 8 inches. It was built in 2002, delivered in early 2003 and is equipped with four cargo cranes. Like its sister ships, it can sail at greater than 21 knots, has a TEU capacity of 3,237 and boasts a gross



ABs Michael Weber and Vernon Goddard perform preventive maintenance aboard the *Yorktown Express*.

registered tonnage of 40,146.

The MSP has been a key element of America's economic and defense security since its enactment in 1996. The original 10-year program provided limited funding for 47 U.S.-flag commercial vessels, particularly container ships and roll-on/roll-off vessels, which were available to the Department of Defense in times of war or national emergency.

A 10-year extension of the MSP was signed into law in late 2003 with the expanded program starting as the old one expired in October 2005. Among other enhancements, the current MSP increases the number of participants to 60 ships and provides financial assistance to construct five tankers in the United States that are capable of carrying military petroleum products during a war.



Steward/Baker Margie Leite, Chief Cook John Plakas

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, May 28 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.

# SIU Ships Head for Iraq In Support of U.S. Troops

Three SIU-crewed vessels last month loaded U.S. Army cargo in Savannah, Ga. for transport to Iraq.

The *American Tern* (operated by Osprey Ship Management) and the *USNS Watson* and *USNS Charlton* (both operated by Maersk Line, Limited) took on materiel from April 3 through April 13. The cargo belongs to the Third Infantry Division's Second Brigade Combat Team and Combat Aviation Brigade of Ft. Stewart/Hunter Army Airfield, Ga., which will deploy to Iraq later this year.

Altogether, the Seafarers-crewed vessels loaded approximately 3,500 pieces of cargo. The containership *American Tern*, a privately-owned ship under long-term charter to MSC, utilized

three shipboard cranes to load 550 items consisting mostly of 20-foot containers. The large, medium-speed, roll-on/roll-off ships *USNS Watson* and *USNS Charlton* loaded helicopters, Humvees, tanks, trucks and more. According to MSC, the ships are moving enough equipment to fill nine football fields.

"We are able to load these LMSRs so quickly because we have a precisely coordinated plan for maneuvering tanks, trucks and other rolling stock through the system of internal ramps linking the ships' seven wide-open cargo decks," said Tom D'Agostino, the MSC representative who oversees such operations at three major ports on the East Coast.

Since Sept. 11, 2001, MSC has transported 95 million square feet

of dry cargo and 10 billion gallons of fuel—more than 90 percent of all military cargo deployed in support of the global war on terrorism, according to the agency. Much of that materiel has been delivered by Seafarers-crewed ships.

Numerous military officers have commended the U.S. Merchant Marine's role in Operations Enduring Freedom and Iraqi Freedom. Among the most recent such comments were remarks by Gen. Norton Schwartz, commander, U.S. Transportation Command, and Lt. Gen. Robert Dail, head of the Defense Logistics Agency.

Addressing the AFL-CIO Maritime Trades Department executive board meetings in March, Schwartz said that troop support is "all about chartering the direct course to deliver military power in the quickest, most efficient, most businesslike manner wherever and whenever the nation calls on us to serve. I'm taking no chances at all by telling you that we're going to continue to depend on you—all of you

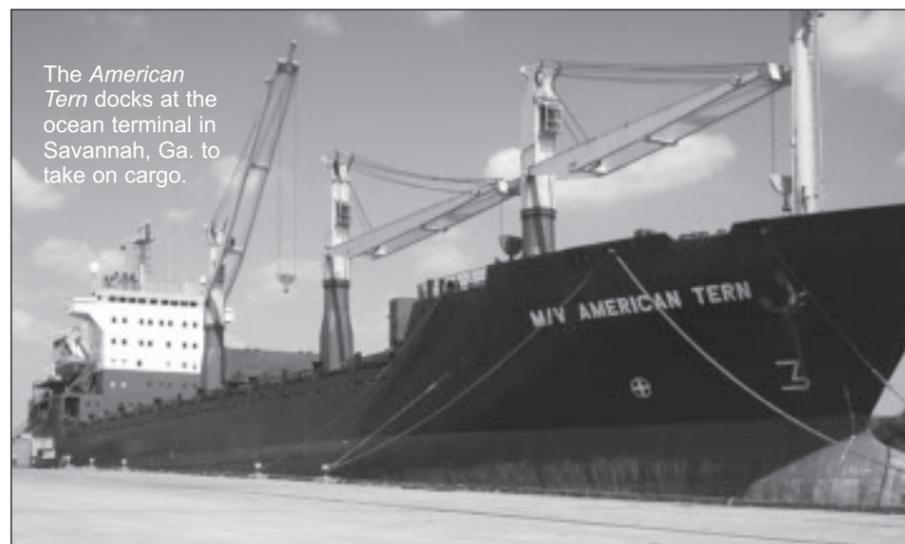


Photos by Tom D'Agostino, MSC

A Blackhawk helicopter is loaded onto the *USNS Watson*.



The *American Tern*'s shipboard cranes were utilized to load containers.



The *American Tern* docks at the ocean terminal in Savannah, Ga. to take on cargo.

## Bill Introduced to Improve U.S. Mariner Credentialing

Legislation aimed at improving the licensing and credentialing process for merchant mariners was introduced in the House of Representatives on March 20 by U.S. Rep. Steven C. LaTourette (R-Ohio), ranking Republican on the House Coast Guard and Maritime Transportation Subcommittee. U.S. Rep. Don Young (R-Alaska) and U.S. Rep. Frank LoBiondo (R-N.J.) also immediately sponsored the legislation.

The Merchant Mariner Credentials Improvement Act of 2007 includes provisions identified by shippers, merchant mariners and other maritime workers intended to help ensure greater efficiency and eliminate unnecessary and redundant procedures in the existing credentialing process administered by the U.S. Coast Guard.

"It is apparent that the evaluation process for mariner credential applications has become unnecessarily elaborate and time-consuming for all involved," said LaTourette. "This bill will streamline the existing credentialing process to minimize procedural errors that prevent merchant mariners from carrying on with their important work and to allow the Coast Guard to improve its capabilities to manage the program."

The bill contains the following provisions:

- Remedies the problem of "license creep" by making all renewals effective on the date that the previous license expires.
- Prohibits the Coast Guard from charging a fee for any credential that is not issued within 30 days after the application is complete.

- Prohibits the Department of Homeland Security from fingerprinting an individual separately for both the merchant mariner credential and the Transportation Worker Identity Credential (TWIC).
- Allows the Secretary of Homeland Security to grant a one-year extension on credentials to help the Coast Guard address any backlog created by the process of consolidating records at the National Maritime Center and the new requirements for physical examinations.
- Allows new mariners on offshore supply vessels and towing vessels to work on a temporary basis while approval of a mariner credential application is pending, but only after the DHS determines that the worker does not pose a safety and security risk.
- Requires a report to: (1) expand a pilot program which helped mariners complete application forms, (2) simplify the application process so that errors occur less frequently, (3) provide mariners with a notice of status of their applications, and (4) require documentation to be stored in electronic format.
- Requires a report on ways to address the projected future shortage in merchant mariners.
- Requires a report on altering merchant mariner documents to make them TWIC- and International Labor Organization-compliant, including adding a biometric identifier to the card.

—to make that projection of American power possible. The vast majority of how we get things done is through sealift."

Dail said he has seen firsthand the materiel delivered to U.S. troops overseas that moved by ship, and those sights helped reinforce his belief that America's

maritime capabilities "are critical to our national defense and security. I have seen the trust and confidence that is built between our nation and our troops, knowing that wherever they are, we will deliver the goods to them and we will get them there and bring them home."



With the battleship *USS New Jersey* in the background, the new SIU-crewed tugboat *Duty* is shown sailing between Philadelphia and Camden, N.J.

## Express Marine's Newest Addition Is Tugboat 'Duty'

Seafarers-contracted Express Marine recently added the new tugboat *Duty* to its fleet.

The boat is crewed by SIU members as well as members of the American Maritime Officers.

According to the company, the *Duty* is a general purpose tug with wide-ranging capabilities. The boat may be used for harbor docking as well as coastal and deep sea towing. The tug also is designed to handle inland and coastal barges "on hip, by wire or notch towing." It also can go offshore "in notch or wire-tow mode."

The *Duty* will be based in Philadelphia and will handle tows from the Hampton, Va. area north to New England.

Built in Pensacola, Fla., the *Duty* was delivered to Express Marine in December 2006. The boat is 102 feet long and 32 feet wide, with a depth of 14 feet, 9 inches and a draft of 13 feet. The company lists the boat's bollard pull at 83,000 pounds and its "free running speed" at 12 knots.

Following are some additional specifications on the tug provided by Express Marine:

*Continued on page 9*

# Free Choice Act Introduced in Senate

## Sen. Kennedy Articulates Need to Strengthen, Protect Workers' Rights

Senator Edward M. Kennedy (D-Mass.), chairman of the Health, Education, Labor and Pensions Committee, on March 29 introduced the Employee Free Choice Act (EFCA) in the U.S. Senate.

The bill, S. 1041, is the Senate's companion to HR 800. Regarded by some as the most important labor law reform legislation to come on the radar in more than 70 years, the legislation on March 1 passed the House of Representatives by a vote of 241-185. It then moved to the Senate where it was twice read before committee. As of press time for this edition of the *Seafarers LOG*, however, the bill has been idle.

The Senate on April 16 returned to work from Easter recess but so far has not acted on the measure which would strengthen the middle class by giving workers the freedom to choose union representation. The legislation also would rein in the employer harassment, intimidation and anti-worker tactics that tens of thousands of workers encounter every year when they try to form unions.

In introducing the legislation to the full Senate, Senator Kennedy told his colleagues that the EFCA is essential to help working families get their fair share of our economic prosperity. During his opening statement, the senior senator from Massachusetts said in part, "For far too long, we've acquiesced in a lopsided economy that benefits wealthy individuals and corporations, but not America's working families. Tens of millions of our men and women are working harder than ever, but they aren't receiving their fair share of the economy they helped do so much to create and sustain."

Kennedy told his colleagues that over the past six years, corporate profits have increased 65 percent and productivity is up 18 percent. During the same period,

however, he said that household income has declined and the wages of working Americans have been stagnant.

"Six million have lost their health insurance," Kennedy said. "Their retirement is uncertain as well—only one in five workers today has a guaranteed pension. In short, working families are finding that the American dream is beyond their reach. This injustice is worsening each year, and it is time for Congress to deal with it."

The senator suggested that the best way to ensure that employees receive their fair share of America's prosperity is to give them a stronger voice in the workplace. "Unions were fundamental in building America's middle class, and they have a vital role today in preserving the American dream for working families," Kennedy said.

"Unions can make all the difference between an economy that's fair, and an economy where working people are left behind," he continued. "Union wages are 30 percent higher than non-union wages. Eighty percent of union workers have health insurance, compared to only 49 percent of non-union workers. Union members are four times more likely to have a secure, guaranteed pension."

Senator Kennedy said that in view of the state of affairs, it is small wonder that most American workers want union representation. "The question is why don't more of them have it?" he said. He told those in the Senate chamber that "the reason is clear. In 2005 alone, more than 30,000 workers were illegally fired or retaliated against for attempting to exercise their right to have a union in their workplace. Every 17 minutes, a worker is fired or punished in some illegal way for supporting a union. Unscrupulous employers routinely break the law to keep unions out—they intimidate employees, harass

them, and discriminate against them. They shut down whole departments—or even entire plants—to avoid negotiating a union contract. It's illegal and unacceptable, but it happens every day."

The senator told his colleagues that the current system clearly is broken. "It can't stop these illegal, anti-worker, anti-labor, anti-union tactics that take place every day. The penalties are so minor that employers treat them as just another cost of doing business."

"Even when workers succeed in forming a union, they often can't obtain a first contract because management stonewalls them and refuses to negotiate," Kennedy said. "Half of all cases alleging that employers refused to bargain are filed during first-contract negotiations—and in most of those cases the National Labor Relations Board finds an unfair labor practice."

The senator said that year after year, Congress has refused to act

against these union-busting tactics that now are all too familiar in the workplace. "It's time to listen to the voice of America's working men and women, and give them what they want and deserve—a fair voice in the workplace and a fair chance at the American dream," he said.

Concluding his remarks, Kennedy noted, "This essential legislation will strengthen protections for workers' freedom to choose union representation. It will restore their democratic right to join together for better wages, better benefits, and better working conditions. It will help millions of working men and women to build a better life for themselves and a better future for their children."

Elsewhere, AFL-CIO President John Sweeney said that with the EFCA, the Senate has "a historic chance to make sure that America works the way it should for everyone."

"A union card is the straightest

ticket into a middle class lifestyle with a decent standard of living and the ability to provide for your family," stated the labor federation president. "But for too long now, working people have been denied the opportunity to have a union because corporations flagrantly and routinely violate workers' freedom to form unions, and the law is helpless to stop them."

Meanwhile, support for the legislation is growing among elected officials. According to the AFL-CIO, almost 20 municipalities, counties and state legislative bodies already have approved resolutions supporting the legislation, including state houses in Kentucky, Michigan and West Virginia, the Minnesota Senate and the Democratic Non-Partisan League caucuses in both houses of the North Dakota legislature. In addition, supportive resolutions are still pending in 13 states, three counties in Maryland and in Los Angeles, Southfield, Mich., and Albuquerque.

## Congressional Hearing Examines Dangers on Foreign-Flag Cruises

A gigantic number of people—more than 12 million worldwide by some estimates—annually take to the high seas aboard foreign-flag cruise ships in search of carefree vacations.

All too often, though, a significant number of these passengers experience serious problems, as detailed in a recent spate of media coverage. Some have endured degrading or otherwise distressing incidents up to and including sexual assault and rape. Others have been involved in accidents which resulted in debilitating injuries. Then there are those who disappeared or became murder victims.

Today nearly all the ocean cruise lines employ passenger ships registered under flags of

various foreign countries and fly so-called flags of convenience. Of the more than 125 vessels operating in the lucrative cruise industry, only a few currently fly the U.S. flag.

Between the years 2000 and 2005, the FBI investigated more than 300 violent crimes aboard foreign-flag cruise vessels—but less than 15 percent of the cases resulted in successful prosecution, according to the bureau's data. Criminal convictions were secured in only seven percent of 135 rape cases, 20 percent of 64 non-sexual assault cases, and 16 percent of 25 murder cases investigated by the FBI during the five-year period. No convictions were won in 30 missing person cases.

Although the foregoing numbers are far from epidemic, they are considerable enough to potentially generate a sense of uneasiness among potential passengers as well as stakeholders in the multi-billion dollar cruise industry. The incidents also have incited hearings in the halls of the U.S. Congress where representatives are considering legislation that would require cruise ships that dock in the United States to immediately notify local law enforcement officials of any crimes that occurred aboard the ship or any instances of passengers going overboard.

The latest of the hearings (one also was conducted last year) took place March 27 in Washington, D.C. During those proceedings before the House Transportation maritime subcommittee, Ross Klein, a Canadian university professor of social work who has written extensively on the cruise industry, told those in attendance that one's risk of being sexually assaulted is as much as 50 percent higher on a

cruise ship than in the average American city.

In hearings that took place in early 2006, Dr. James Fox told the subcommittee that the rate of sexual assault on cruise ships is 17.6 per 100,000 passengers. Fox was hired by the cruise lines to develop crime rates for the March 7, 2006 Congressional hearings. Klein's testimony, however, indicated that the actual crime rate for sexual assaults aboard cruise ships nearly triples Fox's estimates at 48.065 per 100,000.

According to Klein's findings:

- The annual rate of all sex-related shipboard incidents (per 100,000) was 161.996
- Incidents of sexual assaults (per 100,000) was 48.065
- The rate for sexual assaults in U.S. cities (per 100,000) was 32.200.

In elaborating on the implications of his findings, Klein told the subcommittee, "The numbers indicate that the cruise industry has a problem and they (cruise line officials) appear either unwilling or unable to deal with it." The professor's subsequent testimony provided evidence to support the prevailing belief that foreign-flag cruise ship passengers in fact are ill served, sometimes fatally so, by the current security efforts of some cruise lines.

Committee Chairman Rep. Elijah Cummings (D-Md.) at the outset of the latest hearing told his colleagues that most Americans don't understand the legal complexities that are connected to prosecuting crimes that happen on cruise ships outside of the U.S. territorial limits. Cummings was alluding to the fact that many crimes are committed on cruises while the ships are traveling outside the 20-kilome-

*Continued on page 9*

## Shipyard Workers Ratify Contract

More than 6,000 members from 15 unions on April 5 started returning to their jobs at the Ingalls Shipyard in Pascagoula, Miss. after being on strike for more than three weeks.

The work stoppage at the Northrop Grumman Ship Systems yard ended following the workers' ratification of the terms—by a 3 to 2 margin—of a new three-year agreement. Published reports indicated that metal trades workers approved the contract with a 60 percent vote, while 67 percent of electrical workers voted yes.

The workers, many of them still struggling to recover from the devastation wrought by Hurricane Katrina, went on strike March 8 after rejecting two previous offers from Northrop Grumman. They were demanding greater wage increases with no hikes in health care premiums. They walked out after twice decisively voting down contract proposals from the company. The last offer shortened the term of the contract from four to three years but still would have raised wages by only \$2.50 an hour by 2009 and would have increased health care premiums by 50 percent while still leaving workers without dental or vision coverage.

Employees at other Northrop shipyards along the Gulf Coast in Gulfport, Miss., and in Avondale and Tallulah, La. approved labor contracts earlier this year.

The month-long Pascagoula strike is the longest work stoppage at the plant in more than seven years.

"We are proud of the solidarity and commitment that the workers put on the line to bring about the kind of agreement that both the union and the company can be proud of," said Ron Ault, president of the AFL-CIO Metal Trades Department. "The workers won additional security against the volatility of the Gulf's economy. The company will benefit from increased productivity, efficiency and enhanced morale."

"Our members, who are still suffering from the aftermath of Hurricane Katrina, have stood up and refused to be victims any longer," says IBEW International President Ed Hill.

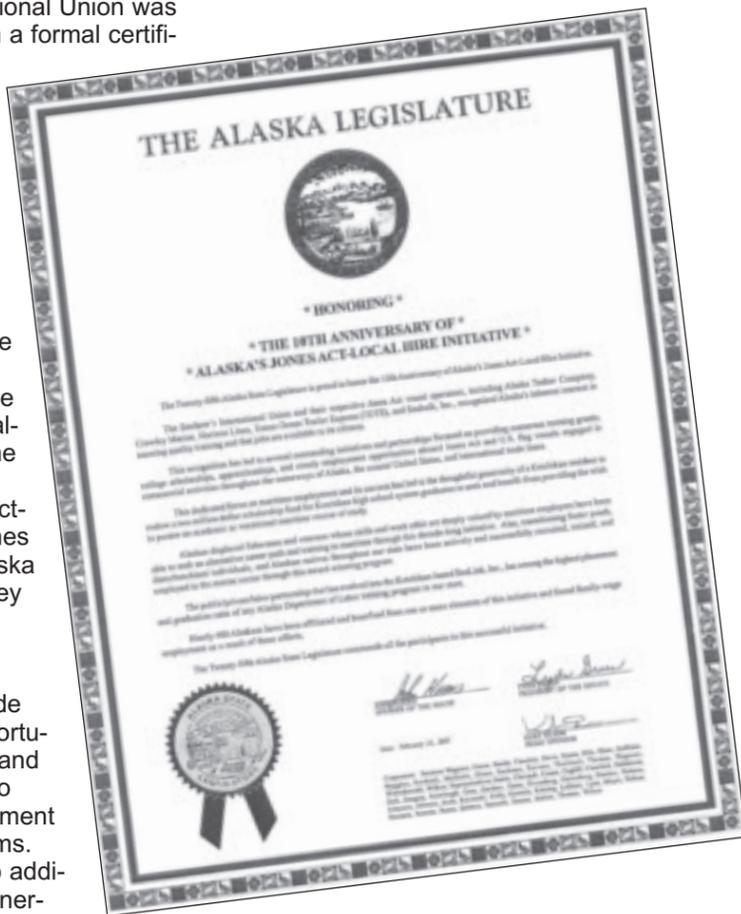
Among the pact's highlights are base wage increases amounting to \$3.78 per hour over the life of the agreement; shift premiums of 80 cents an hour; attendance bonuses with the potential to earn an additional \$1,040 annually; cost-of-living allowances in the second and third year; fixed health care premiums in the third year of the contract; increases in pension benefits; and additional vacation and holidays.

## Commendation Given to Participants in Alaska's Hiring Program

The Seafarers International Union was specifically mentioned in a formal certificate of commendation recently issued by the 25<sup>th</sup> Alaska State Legislature in honor of the 10<sup>th</sup> anniversary of Alaska's Jones Act-Local Hire Initiative.

Nearly 400 Alaskan residents, including displaced fishermen and veterans, have been able to take advantage of some part of this initiative to provide them with quality training and jobs in the maritime industry.

The SIU and its contractee companies in the Jones Act trade—including Alaska Tanker Company, Crowley Marine, Horizon Lines, Totem Ocean Trailer Express and Seabulk, Inc.—have helped provide steady employment opportunities aboard Jones Act and other U.S.-flag vessels to those in Alaska's Department of Labor training programs. Their success has led to additional initiatives and partnerships focused on providing training grants, college scholarships and apprenticeships to Alaskan natives throughout the state, including the endowment of a \$2 million scholarship fund by a Ketchikan resident for Ketchikan high school graduates who wish to pursue a maritime career.



As noted in the above commendation, this "public/private/labor partnership that has evolved into the Ketchikan-based SeaLink, Inc. has among the highest placement and graduation rates of any Alaska Department of Labor training program in our state."

## Notice/Reminder Anthrax Immunization Program Resumption

As previously announced, the U.S. Military Sealift Command (MSC), at the direction of the Department of Defense, has resumed the Anthrax Vaccine Immunization Program for individuals in high-risk areas and performing certain roles.

According to the directive signed by the undersecretary of defense, civilian and contract mariners sailing aboard MSC ships in the Central Command area of responsibility or the Korean Peninsula for 15 or more consecutive days are required to resume anthrax immunizations, except as provided under applicable medical and administrative exemption policies. Additionally, according to MSC, "Any mariner not subject to the mandatory program who has received at least one dose of anthrax vaccine in the past will be allowed, if desired, to voluntarily complete the six-shot anthrax vaccination series and receive any boosters as required by the Food and Drug Administration-approved dosing schedule. Individuals will be notified

by their chain of command if the shots are required. Navy medical personnel will give the vaccinations either aboard MSC ships, in MSC workspaces or at military medical treatment facilities."

Additional information is available on line at:

[www.anthrax.mil](http://www.anthrax.mil)

Among many other items, that site contains a government brochure (in PDF format) covering some of the basics about anthrax, the vaccine, possible side effects, categories of eligibility and more. The link for that brochure is:

<http://www.anthrax.mil/documents/996AvipTrifold.pdf>

Copies should be available at all SIU halls.

Seafarers may contact their port agent for more information. Also, CIVMARS may contact Navy Ensign Robert Hicke at [Robert.hicke@navy.mil](mailto:Robert.hicke@navy.mil) or (757) 443-5769. All other mariners may contact MSC Force Surgeon Capt. Dwight C. Fulton at [Dwight.fulton@navy.mil](mailto:Dwight.fulton@navy.mil) or (202) 685-5135.

### SEAFARERS APPEALS BOARD ACTION #435

Effective March 1, 2007, Seafarers Appeals Board Action #435 amended the shipping rules to mandate seamen permanently employed must complete the specialty course for their specific rating in order to retain their permanent position. Specialty courses required for the ratings of Chief Electrician, QMED Electrician, QMED/Electrician relief, Electrician, and Engine Maintenance/Electrician Relief are affected by this Action as follows.

1. The specialty courses required for the ratings of Chief Electrician, QMED Electrician, QMED/Electrician Relief, Electrician, and Engine Maintenance/Electrician Relief shall be defined as Marine Electrical Maintenance and Refrigerator Container Advancement Maintenance Specialty Course.

2. Effective March 1, 2007, seamen awarded any of the above mentioned positions must have successfully completed (at any time) these specialty courses in order to be considered in compliance with this Rule.

3. Seamen currently employed in any of the above mentioned ratings in a permanent capacity shall be required to have successfully completed the specialty courses identified above by July 1, 2009 in order to retain their permanent assignment, provided such courses are offered.

## NMU PENSION, ANNUITY & 401(K) PLANS AND NMU VACATION PLAN

Trustee, Administration  
and

Summary of Material Modifications for the Year 2006

THE BOARD OF TRUSTEES – Co-Chairmen

### EMPLOYER TRUSTEES

Thomas Murphy  
Marine Personnel & Provisioning, Inc.  
1083 N. Collier Blvd, PMB #387  
Marco Island, FL 34145  
(941) 393-0435

### UNION TRUSTEES

David Heindel, Secretary-Treasurer  
Seafarers International Union of N.A. AGLIWD/NMU  
5201 Auth Way  
Camp Springs, MD 20746  
(301) 899-0675

### AMENDMENTS & OTHER ITEMS

#### NMU Pension Plan, Annuity Plan and 401(k) Plan:

During 2006, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Adds Eligibility of a deferred vested pension to the Reciprocal Agreement with the Seafarers Pension Plan.
2. Provides for the changes in the regulation promulgated by the Department of Treasury.
3. Provided for a change in the name of the Plan to NMU Pension Plan, NMU Annuity Plan and Seafarers 401(k) Plan effective January 1, 2007.

#### NMU Vacation Plan:

1. Provides for a change in the entitlement to vacation benefits (i.e. those with thirty days or more of Covered Employment) shall forfeit such benefits unless an application to collect such benefits is made within two years or on December 31, 2008, whichever is later.
2. Provides for the Merger of the NMU Vacation Plan into the Seafarers Vacation Plan as of January 1, 2007.

#### ADMINISTRATOR

Miriam Bove  
NMU Benefit Plans  
5201 Auth Way  
Camp Springs, MD 20746

### A LOS QUE HABLAN ESPANOL

Esta noticia contiene informacion importante sobre sus derechos como marinero bajo los planes del Plan NMU Pension, Annuity, y Vacation Plan. Si tuviera usted dificultades para comprender alguna parte de esta noticia se la explicara la misma en espanol. Esta ayuda podra recibirla en persona en la oficina principal del Plan, ubicada en el numero 5201 Auth Way, Camp Springs, MD 20746. Las cartas en espanol deberan ser dirigidas a la oficina del Plan de Maryland. Las llamadas telefonicas para solicitar ayuda en espanol deberan ser hechas a la oficina del Plan en Maryland, cuyo numero de telefono es: 1-301-899-0675.

## Yearly Statements Mailed To SMPPP Participants

The mailing of annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) to Plan participants was completed last month, according to SMPPP Administrator Margaret Bowen.

Based on year-end reports received from Morgan Stanley Dean Witter, SMPPP investment manager, the Plan continues to perform well despite ongoing market volatility. Interest earned on the accounts during 2006 was 10.16 percent; the total amount in all accounts was more than \$49.6 million.

The SMPPP originated in 1996, as the SIU successfully negotiated the new benefit into the standard freightship and tanker agreements. The SMPPP subsequently has been included in other SIU contracts.

Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members may make voluntary contributions to their respective accounts through a Vacation Plan deduction or via

checks sent directly to the Plan.

The SMPPP is completely separate from a member's defined benefit pension. Under the SMPPP, members who became participants on or after July 1, 2006 and who have completed at least three years of service have a right to a percentage of their "Employer Contribution Account" as follows: three years of service equals 50 percent; four years of service equals 75 percent; five or more years of service equals 100 percent. Participants are immediately vested for the employee contribution segment of their respective accounts as soon as the first such contribution is made. Those who became participants before July 1, 2006 were vested from the first day money was received on their behalf.

Unlike the Seafarers Pension Plan, there is no minimum amount of sea time needed to receive the money from an SMPPP account. Seafarers can collect the funds from their SMPPP account when they reach retirement age, become totally and permanently disabled, or leave the industry. Widows/widowers may collect the funds in the event of their spouse's death.

# SIU CIVMARS Win Food Service Awards

Members of the SIU Government Services Division recently were recognized by the U.S. Military Sealift Command (MSC) for outstanding work in the steward department.

The fleet replenishment oilers *USNS Laramie* and *USNS Yukon* received MSC's Capt. David L. Cook Awards "for exceptional food service," according to the agency. The awards were presented March 31 during festivities in Kansas City, Mo. CIVMARS and hundreds of military guests attended.

The *Laramie* was selected from MSC's "large ship East Coast" category while the *Yukon* was chosen from the "large ship West Coast" field.

In announcing the recognition, MSC noted, "The food service award is an important one. The health and morale of MSC's

approximately 5,000 civil service mariners hinges in large part on the quality of the meals prepared for them by their ship's food service team."

Accepting the awards this year on behalf of their ships were **Tyrone Trotman**, supply officer aboard the *Laramie*, and **Victorino Damasco**, chief steward aboard the *Yukon*.

Damasco, a Seafarer who has sailed with MSC since 1994, had 28 years of prior food service experience in the U.S. Navy.

"During all my years in the Navy, none of my ships ever won the Navy's food service excellence award," said Damasco. "My first objective when I joined MSC was to win its award—and now we have!"

The award is named for the late Navy Capt. David L. Cook, former MSC director of logistics

from 1995 to 1998, who was a catalyst in improving all aspects of the food service operations aboard MSC ships.

According to Roberta Jio, chief of MSC's food service policy and procedures, competition for the award was intense. "The problem in selecting the best was compounded by the fact that all of our food service teams are good," said Jio. "But to be the best means that the winning teams really had to exhibit stellar performance in their food service programs."

To win the annual award, MSC civil service mariner-crewed ships submitted a nomination package describing its food service programs to a Military Sealift Fleet Support Command committee. Once the nominations were reviewed, MSFSC sent five nominations to a team of judges. This year's judges—Jio, International Food Service Executive Association Executive Chef Nydia Eckstrom and Navy Medical Officer Lt. Mary Graves—then visited the finalists to



CIVMARS Victorino Damasco (center) and Tyrone Trotman (right) accept the Capt. David L. Cook Awards for food service excellence on behalf of fellow crew members from the *USNS Yukon* and *USNS Laramie*, respectively. Presenting the awards March 31 in Kansas City, Mo. is Navy Capt. William Brown, Fleet Forces Command director of logistics.

determine the winner. The judges spent a full day on each of the ships, looking at food preparation, administration, management, safety, facilities, equipment and utensils, training, sanitation and shipboard waste management.

In addition to the public recognition received during the awards ceremony, winning food service teams will receive cash bonuses and will have the opportunity to participate in advanced culinary training.

## More Kudos For Ericsson

The fleet replenishment oiler *USNS John Ericsson*, crewed by members of the SIU Government Services Division, has received the 2006 Secretary of the Navy Environmental Quality Small Ship award, the U.S. Military Sealift Command (MSC) announced.

The *Ericsson* earlier this year had earned an environmental award from the Chief of Naval Operations. That honor made the vessel eligible for the more recent award.

The 678-foot ship—recently operating out of Pearl Harbor, Hawaii, and crewed by 81 civil

service mariners and a military detachment of 23 active-duty Navy sailors—was cited for its crew's work in preventing pollution, ensuring readiness in responding to environmental issues, conserving resources and complying with environmental regulations.

While the ship voluntarily met standards stricter than required by the Navy, it also ensured that each mariner received special training in environmental management, used environmentally friendly chemicals and conducted monthly spill drills. As a result, in two years, the *Ericsson* transferred almost 82 million gallons of fuel in 353 separate fuelings at sea without a significant mishap.

The Secretary of the Navy

Environmental Awards program recognizes Navy and Marine Corps individuals, teams, ships and installations for exceptional environmental stewardship.

In a congratulatory message to the *Ericsson* crew, Assistant Secretary of the Navy for Installations and Environment B.J. Penn said, "Your accomplishments are outstanding in their own right and exemplify the Department of the Navy's commitment to environmental stewardship." The award will be presented at a ceremony in June in Washington, D.C.

The *Ericsson* is one of 14 fleet replenishment oilers that provide fuel to Navy combat ships and jet fuel for aircraft aboard aircraft carriers.

## Info Gathered on TWIC, MMC

Continued from page 2

document be altered or modified to include an encoded biometric, to be used as a biometric transportation security card in lieu of the TWIC, especially since the Coast Guard recognizes the MMD as an identity document. We question the need for yet another document that the merchant mariner must obtain and carry when the current and time-tested merchant mariner document may be adapted to encapsulate an encoded biometric.

"The SIU believes that with a security vetting process (threat assessment), preferably initiated by the Coast Guard, the biometric MMD would adequately respond to the mandate of the MTSA for a biometric transportation security card, given the fact that the Coast Guard advises that a security assessment is not required for the mariner population who have an MMD issued after Feb. 3, 2003, implying that those mariners have undergone a full security vetting by the Coast Guard and therefore need not undergo a TWIC security assessment. The SIU urges the committee to consider this simplified approach for merchant mariners who are required to hold merchant mariner documents instead of acceding to the TSA

implementation process as enunciated in its final rule."

In response to the supplementary notice about the MMC, the SIU submitted joint comments along with the American Maritime Officers; Marine Engineers' Beneficial Association; Marine Firemen's Union; Masters, Mates & Pilots; and Sailors' Union of the Pacific. Those comments read in part, "The Coast Guard should not lose sight of the fact that this rulemaking comes in the context of serious new challenges for mariner recruitment, training and retention. Regulatory changes related to the International Standards of Training, Certification, and Watchkeeping (STCW) have stressed the skilled labor pool, and the future impact of the TWIC and the Coast Guard's new physical evaluation standards are likely to put further pressure on available supply of qualified mariners. Since the TWIC is a pre-requisite for the MMC, we think SNPRM's expected August 2008 effective date is too soon. At minimum, it should become effective only after the TWIC implementation is complete in September 2008. But since the full effect of the TWIC on the regulated population might not be felt for many months, we urge the Coast Guard to delay the imple-

mentation of the MMC for at least one year after TWIC implementation.

"We also recommend that the MMC as proposed should be redesigned to include a biometric identifier so as to become compliant with all relevant international conventions, especially International Labor Organization Convention No. 180 (ILO C-185). Such a modification would allow the MMC to serve as the Seafarers Identity Document under ILO C-185, important to U.S. mariner shore leave in foreign ports and for which the TWIC will not suffice. We agree with the MERPAC (Merchant Marine Personnel Advisory Committee) recommendation of a passport-style MMC with a page dedicated to the Seafarers Identity Document and conforming with ILO requirements."

As previously reported, the SIU will publicize information on the TWIC and MMC as it is released by the various agencies involved, including the firm details of when, where and how to apply for a TWIC. Meanwhile, questions about the TWIC may be emailed to the Coast Guard at [uscg-twic-helpdesk@uscg.mil](mailto:uscg-twic-helpdesk@uscg.mil). The phone number for the TSA's TWIC help desk is 877-687-2243, and the TSA's TWIC web site is located at <http://www.tsa.gov/>.

## Calif. Grocery Negotiations Resume

Despite anti-worker tactics by some of its contracted companies in Southern California, the United Food and Commercial Workers International Union (UFCW) is trying to secure a fair labor agreement for tens of thousands of members employed at California's big three grocery chains.

As this issue of the *Seafarers LOG* went to press, the UFCW was negotiating a new contract with Albertsons, Ralphs and Vons that would govern pay and benefits for 65,000 grocery workers at 785 stores from Bakersfield, Calif. to the Mexican border. The same three chains were involved in the 140-day strike and lockout that idled more than 70,000 union workers from October 2003 to February 2004. The bitter strike was first called against Safeway's Vons stores, and then Ralphs and Albertsons locked out their union workers. The trouble was triggered mostly by health care issues, which still agitate the industry.

Three years ago UFCW union members eventually voted to accept a contract that restructured wages and health benefits for new hires. Now, more than half the local workers at Albertsons, Ralphs and Vons are on the new, lower tier of wages, which tops out at \$15.10 an hour, compared to \$17.90 an hour for workers on the higher tier. Most of the second-tier workers don't get health insurance through their employer.

This contract expired March 5 but has been extended twice. Negotiations broke down April 4 in the midst of growing tensions over the threat of a strike by the union and an employee lockout by the companies.

UFCW members in March voted to strike Albertsons. Labor officials did not set a date for any job action but indicated they wanted to give negotiations more time. The grocery chains countered by signing an anti-labor pact in which they agreed to lock out union employees within 48 hours of a strike against any one of the companies. The anti-worker agreement also called for the chains to provide financial assistance to any of the companies struck by the union.

"The supermarkets are up to their old tricks," said UFCW International Vice President and Region 8 Director Shaun Barclay. "This pact fits the same pattern of their actions three years ago when they forced UFCW members and their families into the streets and disrupted shoppers for nearly five months in a grab to end meaningful health care coverage for employees."

The union pointed out that Stater Bros. and Gelson's—two smaller Southern California regional chains—and the UFCW have reached model agreements, providing wage increases, the end to second-class status for new workers and a return to providing affordable, quality health coverage for all employees.

Supervalu, Kroger and Safeway all enjoy annual sales that are 10 to 20 times bigger than Stater Bros. and Gelson's, the UFCW noted. The smaller chains don't have the economies of scale in their warehousing and distribution networks, nor do they have the clout with major manufacturers and vendors that the national chains command, the union reported. And they face the same non-union competition in the Southern California market that is overwhelmingly unionized.

"Given that the big grocers say they want to 'serve the interests of our employees, customers, and companies,' it's a no-brainer for these national companies to reach a settlement along the lines of the Stater Bros. and Gelson's agreements," said Barclay. "They're making record profits and hold dominant positions in markets across the country where they operate."

He continued, "But forming this (anti-labor) pact speaks louder than words. It certainly appears that the big grocers have no interest in recognizing UFCW members for their partnership in the impressive success of their companies. It seems they have no interest in the effects their position will have on employees, families, shoppers and communities."

Negotiations resumed April 16.

# Aker Philadelphia Shipyard Reaches More Milestones

Union-contracted Aker Philadelphia Shipyard, Inc. during the last few months has been in the headlines and making industry news about new builds and agreements for additional construction.

That noteworthy trend continued March 28 as the yard announced the signing of another significant pact. The state-of-the-art shipyard, through its subsidiary Aker American Shipping, on that date signed an accord with Hyundai Mipo Dockyard Co.

Ltd., which extended the provisions of an existing agreement. Included in the updated arrangement are not only additional tankers but also possibilities for building containerships.

Under an agreement signed in 2004, Hyundai Mipo Dockyard (HMD) has been providing design and procurement services for a series of ten 46,000 dwt tankers currently being constructed at the shipyard in Philadelphia. The new agreement covers an

additional six tankers, which mirrors an agreement in principle for additional charters with Seafarers-contracted Overseas Shipholding Group, Inc. (OSG) that Aker American Shipping announced in February, as well as exclusive rights for containerships.

"With our first product tanker delivered and four more already under construction, our shipyard is planning for the future," said President and CEO of Aker American Shipping Dave Meehan. "We have agreements in place for a series of up to 16 product tankers and are preparing for the possibility of returning to another arena where we have proven ourselves—container vessels.

"As with the product tankers, we will continue to apply flexibility and creativity in vessel ownership," Meehan added. "Hyundai Mipo Dockyard has been an excellent partner and is a premier provider of vessels in their market. Likewise, Aker American Shipping is determined to become a premier player in the U.S. Jones Act market, and, working together, we are strengthening both the Jones Act



U.S.-flag vessels are being built in Philadelphia for Seafarers-contracted OSG.



Hull number 007, which will be the third tanker in the series, is quickly taking shape.

market and shipbuilding expertise in the United States."

Meanwhile, Aker on March 23 announced two other milestones in its tanker program. Hull 006, the second product tanker in the series, has been floated from its berth in the yard's building dock. The ship is scheduled for completion this summer.

Additionally, steel cutting recently began for Hull 009, the fifth vessel in the series, marking start of production on that ship. With two other tankers also in production, the yard now once again has four of the 600-foot long MT 46 Veteran Class tanker vessels under construction.



The second tanker in OSG's Aker Philadelphia series is transferred from the building dock.

## Pride of Aloha Snapshots

Chief Carpenter Dennis Remetio sent this collection of pictures from the *Pride of Aloha*, one of the Seafarers-crewed cruise ships operated by NCL America. "I encourage all SIU members in their work and send regards to everybody in the union," he wrote.

At right is 1<sup>st</sup> Asst. Carpenter Jose Dizon (left) and Chief Carpenter Dennis Remetio.



Chief Carpenter Dennis Remetio (in photo above and kneeling in the photo at right) helps repair the flooring with some of the assistant carpenters aboard ship.



Left: Assistant carpenters gather inside the carpentry shop after a fire drill.



Right: Bosun Renato Govico works with an OS in refinishing the floors.

## Kudos for Seabulk Challenge Seafarers



AMO Captain Kelly Sweeney recently submitted these photos taken aboard the tanker *Seabulk Challenge* back around the turn of the year. During the voyage, "I was, as always, impressed with the professionalism and hard work of my shipmates," Sweeney noted. Pictured are (top photo) AB John Yi (several hundred miles from arrival at Barber's Point, Hawaii); (below left) DEU "MoMo" Mohamed, whom shipmates credited with an excellent job keeping the engine room clean; and Sweeney, who in addition to making a living at sea is scheduled to write a regular column in *Professional Mariner* magazine starting in August. He concluded: "I hope to keep in contact with all of you through my writing or at [captksweeney@professional-mariner.com](mailto:captksweeney@professional-mariner.com)."



# USNS Stockham Rescues 20

## Helicopters Save Aid Workers from Stranded Freighter

Helicopters from the Seafarers-crewed prepositioning vessel *USNS Fred W. Stockham* rescued 20 people from a Taiwanese-flagged vessel that ran aground on a coral reef near the Gizo harbor in the Solomon Islands in the late hours of April 12, according to the U.S. Military Sealift Command (MSC).

Most of those rescued were New Zealand Red Cross and aid workers who were in the area to provide assistance to victims of

the tsunami that struck the region April 2.

Earlier in the week, the *Stockham* was directed to the Solomon Islands to prepare for support operations assisting relief efforts on the ground. The crew received a distress call from the Gizo port authority requesting they provide assistance to a 200-foot freighter named *Yun Fa*. After running aground, the vessel was foundering in nearly 12-foot waves and had become unseawor-

thy. The Gizo port authority requested that *Stockham* provide helicopter assistance to rescue the aid workers and one severely injured crew member.

"When the distress call was made, the ship's crew and military detachment were quick to respond and well prepared to handle the crisis," said the *Stockham's* civilian master, Capt. Perry Seyler. "I'm very proud of the ship's surgeon and the members of the helicopter detachment, who put themselves in harm's way to rescue the aid workers and the crew member."

The *Stockham's* surgeon departed on the ship's seven-passenger HH-60 helicopter within an hour of the distress call, and minutes later arrived in the vicinity of the *Yun Fa*. He treated injuries, and the 20 people were brought aboard the helicopter using the helicopter's external hoist. The helicopter then flew to Gizo, where the passengers were met by local police and medical personnel to receive further assistance.



U.S. Navy photo by Mass Communication Specialist 2<sup>nd</sup> Class Andrew Meyers. A Taiwanese vessel is shown stuck on a reef in the waters around the Solomon Islands, after her crew was rescued the night before by a U.S. Navy helicopter deployed aboard the *USNS Stockham*.



The SIU-crewed *USNS Stockham*, part of MSC's prepositioning fleet, recently saved 20 people from a stranded vessel in the Solomon Islands.

Operated by Seafarers-contracted Keystone Shipping for MSC, the *Stockham* is a government-owned, roll-on/roll-off and containership crewed by civilian mariners. When the rescue took place, the ship also was carrying more than 100 military personnel.

SIU members sailing aboard the *Stockham* during the rescue were: Bosun Neil Sullivan, ABs Ira Thomas Jr., Frank Guido, Guy Butler Jr., Munassar Ahmad and Robert Butler,

Electrician Robert Ott, Chief Storekeeper Bennie McKnight, QMEDs Alan Nelson, Robert Lee, Ernesto Acosta and Philip Zalewski, Chief Steward Robert Easley, Chief Cook Vernon Thibodeaux, Assistant Cooks Robert Brooks Jr. and Saleh Sewileh, SAs Mahmood Monassar, Saleh Omar and Breon Saunders, GVAs Charles Parker, Michael Sivells and Harrison Hawkins and GUDE Towfiek Ahmed.

## Foreign-Flag Cruise Dangers Examined

Continued from page 5

ter-wide U.S. territorial limits. Since the vast majority of ships fly under foreign flags—such as the Bahamas or Panama—they are not under U.S. jurisdiction once they leave U.S. waters.

To make matters worse, the FBI says that for several reasons, cruise ship crimes are difficult to prosecute. Evidence and testimony is hard to gather in cruise ship crime cases because, while the vessels carry security crew members, they do not have law enforcement professionals and crime scene technicians aboard. An investigation cannot begin until the ship reaches port, and

evidence can deteriorate or be compromised in the interim.

In addition, the FBI's jurisdiction is limited because the ships are not registered in the United States. The FBI can investigate if a cruise ship crime involves a U.S. citizen or if the ship is leaving or entering a U.S. port when the incident occurs. When crimes occur on the high seas, however, jurisdiction falls most often to authorities in the nearest foreign port of call.

Furthermore, officers and crew members aboard foreign-flag cruise ships hail from many foreign countries that often shield them from prosecution by U.S. authorities. "The jurisdiction

issue is very tricky and a tangled web," Salvador Hernandez, a deputy assistant director at the FBI, told the subcommittee.

In acknowledging the difficulties formerly cited, cruise ship operators who appeared during the hearing announced a new voluntary agreement with the FBI and U.S. Coast Guard that would improve and standardize crime reporting. Under the agreement, cruise lines would immediately report violations of U.S. laws taking place outside of U.S. waters. Several lawmakers lauded the effort but suggested that crime reporting should be mandatory, not voluntary. Officials from the FBI and Coast Guard also applauded the new steps but said there are still complex jurisdictional problems to overcome.

Cummings said that the subcommittee would give the cruise industry and federal law enforcement agencies six months from the date of the hearing to ascer-

tain the merits of the voluntary agreement. At the conclusion of that time period, another hearing will take place.

Besides testimony from experts, cruise industry stakeholders, the FBI and U.S. Coast Guard, members of the subcommittee listened to accounts from cruise ship victims.

One victim, 36-year-old Laurie Dishman, a resident of Sacramento, Calif., was overcome by tears time and again as she recounted how she last year was raped by a cruise ship employee while aboard a Royal Caribbean cruise to the Mexican Riviera. "The terror of that experience still overwhelms me," she said, but the events that later transpired were almost as bad. Dishman testified that the cruise line did virtually nothing to respond to her situation. She was given a garbage bag and told to collect evidence from the scene—including giving herself a "rape kit" exam.

According to several sources, even after Dishman identified her

attacker as a ship janitor who also was working as a security guard, the man continued to work on the ship. "The feeling was like nobody was helping me. Everything was slow-motion and they were trying to figure out how to protect themselves," she said.

Gary Bald acknowledged problems in the company's response to Dishman and said the business has improved security and has taken steps to ensure that in the future, victims are given better information and support and crime scenes are secured. Bald is senior vice president of global security for Royal Caribbean Cruises Ltd. "It was our intention and desire to assist her in every way we could," Bald said. "I feel we accomplished that in some respects but in others I feel we came up short."

After the ship docked in Los Angeles, the FBI presented Dishman's case to the U.S. attorney, who chose not to prosecute for lack of evidence. Dishman is suing Royal Caribbean.

## Tugboat Duty Added to Fleet

Continued from page 4

**Engines**—Two Cat 3512B turbo charged marine diesels, 1,500 hp each @ 1,600 rpm.

**Propulsion**—Two SteerProp Model SP 14 Azimuth Propulsors (Z-Drive) with Model HJ 3-5 Kort Nozzles turning 1.9 meter diameter four-blade nickel/aluminum propellers featuring Centa composite shafting.

**Towing**—At stern, JonRie Series 500 Single Drum Towing Winch with 2,200 feet of two inch tow wire, 82,500 pounds, 60 feet per minute, brake load 275,000 pounds. Electric/hydraulic winch powered from one of the generator diesels.

**Tanks**—43,700 gallons diesel fuel, 2,400 gallons combined lube and hydraulic oils, 4,900 gallons potable fresh water.

**Wheelhouse**—Conventional wheelhouse equipped with custom-made, closed-circuit TV system for tug security and safety. Also equipped with Sperry

Navipilot 4000 Autopilot with Navigat X MK1 gyro compass system, two Furuno 25 kW BB radars and MX Marine Model MX420/2 DGPS system.

According to the company, great attention was paid to "crew comfort and safety features" including an engine room fire-suppression system and emergency tow pin release system designed to prevent deckhands from being exposed to heavy seas if they have to quickly disconnect.

Headquartered in Camden, N.J., Express Marine is family-owned and has been in business for more than 100 years. It has a fleet of eight tugs and 30 barges, and specializes in coal tows to power plants along the Northeast Coast. The company also provides ship docking and general towing, both coastal and offshore.

Another new tug is being built in Pensacola for Express Marine and is slated for delivery later this year. It is slightly smaller than the *Duty* but will have many of the same features.

## Important Notice—SHBP Switching to CIGNA

Effective July 1, the Seafarers Health and Benefits Plan (SHBP) will switch to a new affiliation with CIGNA HealthCare, replacing the current affiliation with First Health Network.

The move follows an exhaustive search by the SHBP Trustees to improve network access, enhance access to state-of-the-art programs and ensure that quality service will be provided to Seafarers and their families.

Additional details will be published in upcoming editions of the *Seafarers LOG* and also will be included in letters scheduled to be mailed beginning in May to all SHBP participants. New enrollment cards also will be mailed to participants in time to make the switch.

The new affiliation with CIGNA does not change Seafarers' benefits and for the most part is expected to be seamless. CIGNA is a larger network than First Health, but many health care providers participate in both networks—meaning the vast majority of Seafarers won't need to change doctors in order to remain in the SHBP-affiliated network. For example, approximately 90 percent of the SHBP claims processed in 2006 came through medical offices affiliated with CIGNA.

"The Plan anticipates that the new affiliation will be the

best of both worlds: better and wider coverage for Seafarers and their families, and cost-savings for the SHBP," said Seafarers Plans Administrator Maggie Bowen. "Also, individual savings should be realized because of the larger network and related discounts that might be offered by a particular physician."

Seafarers may check with their respective health care providers to determine if they are in the CIGNA network, or may go on line for that information. A link to CIGNA's web site with access to a current list of providers may be found at [www.seafarers.org/members/](http://www.seafarers.org/members/). A toll-free phone number with access to provider information is being established and will be included in future communications. The correct CIGNA web address is <http://www.cigna.com/SA-PP02>

**Please note that the second-to-last letter in the CIGNA web address is the capital letter "O" rather than a zero, and also note that the web address is case-sensitive. To avoid confusion, Seafarers are urged to type in the entire web address rather than going to the CIGNA home page, partly because CIGNA has different networks within its organization. Or, they may simply access the link through:**

[www.seafarers.org/members/](http://www.seafarers.org/members/)

# Around the Port of Jacksonville



Left: Seven Seafarers were sworn in at a recent membership meeting in the port of Jacksonville. SIU Patrolman Randy Senatore (standing left) delivered the oath to GUDes George Pobe, Anthony Sumlar, Wade Jordan, Stephen Jenkins; and OMUs Florencio Marfa, Nat Lamb and Danilo Martin.



Crew members aboard the Crowley tug *Centurion*



Thornton Elliott (left), safety director in the port of Jacksonville, takes an order for additional manpower while Patrolman Randy Senatore ships AB Michael J. Pockat II to the *Cleveland*.



Alfred G. Lane receives his first pension check from Safety Director Thornton Elliott on March 13. Lane, who retired in February, sailed in the engine department.



Crew members aboard the Crowley tug *Sentry*

## What's Happening in Philly?



### A Well-Deserved Retirement

Philadelphia Port Agent Joe Mieluchowski (right in both photos) presents Phil Yaros (in photo at left) and Rufus Pritchett with their first pension checks. Yaros sailed as an AB in the deep sea division while Pritchett sailed inland in the deck department.



### Walking in Solidarity

Wearing their union colors (and white caps), Seafarers in the port of Philadelphia joined with other unions March 15 in support of IBEW Local 614's rally for a fair contract with Exelon/PECO. PECO, a unit of Exelon Energy Delivery, is Pennsylvania's largest utility operator of electric and natural gas. Frank Kuders, president and business manager for Local 614, stated, "We've actually been in negotiations with Exelon/PECO for two years . . . and we feel that it's been going on for entirely too long."

The employees represented by Local 614 say that Exelon's business plan is cutting corners for short-term profits by reducing the payroll (and thereby jeopardizing reliable service and employee safety) and reducing the benefits. Employees currently pay 20 percent of their medical costs and up to 100 percent for other benefits.



STOS Norman Dize loads stores onto the tug *Sentry* with a forklift truck.



The tugs *Sentry* and *Ensign* are tied up alongside each other.



Crew members aboard the Crowley tug *Ensign*

UNION PLUS—Helping union families get more out of life

# HomeBuyer Tools

Expert advice. Easy application.  
Specially designed for union families!

**B**uying a home can be one of the most expensive and complicated purchases you will make in a lifetime. That's why we're proud to offer our union members exclusive benefits and services designed to **cut your costs, ease your stress** help you secure that home of your dreams!



#### Customized advice from expert counselors

How much you can afford to borrow? Which type of mortgage best suits your needs? When should you think about refinancing?

- Our specially trained mortgage counselors are standing by to answer all your questions, just a phone call away.
- Available during early-morning and evening hours, so you can call whenever it's most convenient.
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#### Unique benefits for union families

- Only program that can cover your mortgage payments when you're on strike, laid off or disabled.
- Parents and children of union members also eligible for Union Plus mortgages.
- Comprehensive home warranty plan available at no extra cost.
- Mortgage planning calculators and other useful tools at our online Home Finance Center.

#### Wide range of mortgages for union workers

- Many affordable options, including FHA/VA loans.
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- Unique opportunities for borrowers with "less than perfect" credit.

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- Competitive fixed and variable interest rates.
- Low down payments and fees.
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#### Easy application

- Call **1-800-848-6466**
- Online: visit [www.UnionPlus.org/Mortgage](http://www.UnionPlus.org/Mortgage)



For more information about all the benefits available through your union, visit

[www.UnionPlus.org/Mortgage](http://www.UnionPlus.org/Mortgage)

SIU Mortgage Ad 04/07

# Seafarers Participate in Operation 'D

The SIU-crewed vessels *USNS Paul Buck* and *American Tern*, both part of the U.S. Military Sealift Command (MSC) fleet, recently participated in Operation Deep Freeze, the annual resupply mission to the National Science Foundation's McMurdo Station in Antarctica.

The *USNS Paul Buck*, a tanker operated by Ocean Shipholdings, Inc., arrived Feb. 1 and pumped off 162,000 barrels of fuel for equipment ranging from generators to helicopters. Once the *Paul Buck* departed, the *American Tern*, operated by Osprey-Acomarit Ship Management, docked at McMurdo's ice pier to deliver 29,000 tons of equipment, food and other supplies—the life-sustaining cargo for McMurdo's research scientists and residents.

This was summer in Antarctica, so there was continuous sunlight for the around-the-clock operations.

**Phil Corl**, the bosun aboard the *Buck* (who sent these photos to the *Seafarers LOG*), noted that it was much colder this trip than the previous one in 2005. Both ships encountered severe weather, rough seas, high winds and small icebergs en route to McMurdo, but both made it on time. Two icebreakers, the U.S.Coast Guard's

*Polar Sea* and Swedish icebreaker *Oden* had begun work in December to break a channel through 18 miles of ice that separated the open water from the pier.

Corl said that the day they left McMurdo, it was -23 degrees F, with a 17-knot wind. "Thank God and Ocean Ships for the insulated suits and little chemical hand warmers that were handed out," he said.

He also noted that it was so cold that one of the main ballast line valves froze in the closed position and had to be replaced. "Not a job for the weak of heart," he said, "but the operation itself went flawlessly."

MSC has participated in Operation Deep Freeze every year since the station was established in 1955.



The icebreaker *Polar Sea* pulls up alongside the *Paul Buck*.



The men in the engine room (from left) DEU Wally Kassem, QMED Orlando Pajarillo and DEU Dave Ruggirello had to make an impromptu grappling hook (right) to pull big chunks of ice from between the ship and the ice pier before they could dock.



AB Carlos Machado-Gomez



It was so cold that one valves froze and h



Chief Cook Wally Saul Jr. helped keep the crew's morale up with his gourmet meals and positive attitude.



AB Adam Riley



AB Carlos Machado-Gomez

# Deep Freeze'



"We traveled pretty much around the world to deliver the load," noted Bosun Phil Corl. The map, above, shows the exact route.



Posing on the deck of the *USNS Paul Buck* after completion of a successful mission are (from left) AB Derik Rye, SA Ramon Hernandez, Steward Asha Stryker, AB Carlos Machado-Gomez, QMED Orlando Pajarillo, UA Chris Caporale, DEU Wally Kassem, QMED Jonathan Miller, AB Adam Riley, GVA Al Young, Bosun Phil Corl, AB Al Wambach, DEU Dave Ruggirello, Chief Cook Wally Saul Jr., Pumpman Arthur Hurd and AB Stag Rye.



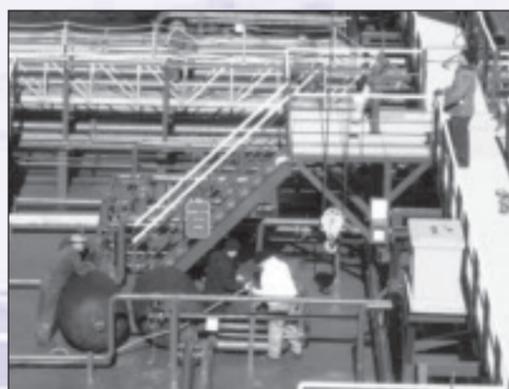
The scenery of Antarctica from the ship was spectacular.



Nobody can say that QMED Jonathan Miller was never in Antarctica! Here's the proof.



one of the main ballast line and had to be replaced.



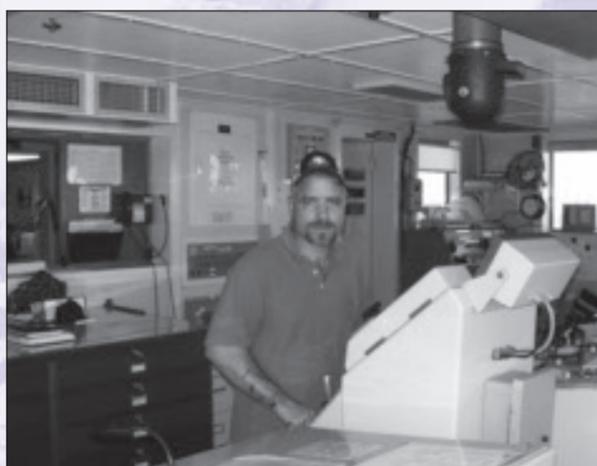
After tying up to the ice pier, the crew put fenders in place to accommodate the U.S. Coast Guard icebreaker *Polar Sea*, coming alongside.



"After all the travel and adventure, we found it heartwarming to see the U.S. Coast Guard ship (icebreaker) and all of the good things that it represented to us," stated Bosun Philip Corl.



AB Derik Rye



AB Stag Rye



The *USNS Paul Buck* is tied up at the ice pier.

# Recollections of the Merchant Marine in World War II

*Editor's note: The first installment of retired Seafarer Albert Stimac's experiences in the merchant marine appeared in last month's Seafarers LOG. He wrote about his training, his first ship and then joining the SIU. Following is a continuation of his experiences, beginning with the job call in the union hall.*

*They are the best recollections of his training and sea time from the end of 1943 to late 1946, so any inaccuracies in the details need not be brought to his attention.*

Some [of the ships requesting crews at the job call] were old rust buckets, as they were called, from World War I or before—all the way up to high-speed turbines that had 600 pounds dry super-heated steam. The word dry was used because if there was a leak in the line somewhere, you couldn't see the steam coming out. It could cut off your arm or hand if you extended it to try and feel the hot steam. So a pine stick was used instead, and the sap would boil out of it if it was hit by the steam.

Because of the war effort, you had no idea of what type of ship you picked out. Only numbers were allowed on the cargo they carried. They gave us no hint where we were going, either, but somebody usually knew the number codes and designations because they had had the same code on a previous ship.

I was in the black gang and always tried to sign on with the highest rating I could. Watertender was lower than an oiler and got paid less. A junior engineer had more responsibility and got still more pay. So one picked what class he could hold. If you were the first one to sign on, and got there first, you got the single bunk. The other side had two bunks—upper and lower. The second guy aboard usually took the bottom bunk, and the third guy got the top bunk. The same went for which watch you worked. A watch was considered a four-hour period of time worked. It was four hours on and eight hours off. The best watch was 8:00 to 12:00. Then 12:00 to 4:00 and 4:00 to 8:00. You worked two, four-hour watches in a 24-hour period.

The deckhands slept three in a fo'c'sle (room), and the black gang did likewise. There were three watertenders in one room and three oilers in another. Once in a while, on new ships, they carried a junior engineer. They were classified as officers, so they slept on the main deck area.

Anyway, I needed to grab another ship because of lack of money. I could have stayed on the same ship if I wanted to, but I wanted to get a better and newer ship. One just took one's chances.

After I sailed three or four trips, I learned all the tricks employed in getting the better ships to sign up on. The most obvious ones were the Liberty ships built by Kaiser Shipyards. They all had a person's name, like the *SS John Henry*, *SS William Smith*, etc. These were the most simple ships made. It was like a barge with a bow on the front of it. Made of 3/4-inch steel plate, built in sections and then welded together. Each had a simple triple expansion steam engine for power. On a good day, it could get up to 76 revolutions per minute and go about 6 or 7 knots loaded. That's with the wind and seas at your back.

I threw in my card for the first black gang opening the next day. The best I could get after sitting around all day was as a fireman/watertender. If I thought I was going to improve my lot on my next ship, I was in for a big surprise. This one was worse and older than my first ship. I found out it originally had a teakwood deck, and when it was taken out of storage, they put on a steel deck. It was a very narrow ship, maybe 25 feet or so

across and 250 to 300 feet long. The engineroom was out of the 1920s with huge double-ended fire-tube boilers. This means that at 10 feet in diameter, the flames of fire went through the tubes and heated the water into steam.

The newer boilers had water tubes with the fire cell around them. You had to be careful with these because if the boiler tubes ran dry, you could melt one and blow up your boiler. They also were quick to heat up and raise steam so you could sail in a few hours. The fire-tube ones with all that water in them took at least 24 hours to get 200 pounds of steam up. It got hot in the engineroom! We stood under a 6-foot diameter flue that picked up air from the deck as you went along and was supposed to cool us down.

Each boiler had three burners on each end, so you had to change 12 burners every watch (four hours). You took the nozzle off and wire-brushed the carbon deposits and shined them up and then



cleaned out the hole in the nozzle head.

The hottest we got was 168 degrees. So you tried to stay under the air vent all the time and drink boiling hot tea, which felt cool. When we went between the boilers to change burners, we really moved! Maximum was about seven minutes to shut off the burner, pull it out, stick in a new one and secure it, then back through the boilers to the air vent.

We found out we were going to go to the Panama area to one of the small banana belt countries. We sailed down the East Coast and then into the Caribbean. If I remember correctly, we broke down about 20 or 25 times. Sometimes for just one-half hour or so, and other times for two or three hours.

We made it pretty smoothly to the tip of Florida and then really got in trouble sailing toward Cuba. Had bad engine trouble and had to pull into Guantanamo Harbor in Cuba. That was a two-week stay until we got parts from the States.

We were not allowed to go ashore, but the captain and officers went ashore every night in the captain's launch. This made for a lot of hostility with the ordinary seamen. The captain warned us about swimming or going ashore in a makeshift contraption. Said the bay was full of sharks. So to test this out, the deckhands got some meat from the cooks and tied it to a meat hook (usually used to hang quarters of meat or half a pig). They used a winch with a steel cable and dropped the bait. It took about two minutes before the sharks smelled the blood and fresh meat.

They got one—about five feet long—and winched it up on deck. The deckhands tried to kill it with a hatchet, to no avail. Finally, an officer who had to stay aboard and watch the crew took out a 45 pistol and shot it. A knife would not cut the skin. Finally, we got a fire axe and chopped it up and had lots of fun feeding it to the other sharks. Nobody ever made an attempt to swim ashore while we were there.

But human nature being what it is, some of the crew found other ways to occupy their time. Basically, it was the

deck crew who usually knew first where they thought we were headed and what we carried for transport.

They were topside all the time and had closer contact with the officers, purser, radioman and cooks. All of them had big ears and watchful eyes on everything. We also had "sea lawyers" just like in prison with their "jail-house lawyers." They gave out lots of information freely. Most of it was just their opinion and half-true at best.

Sitting there, doing nothing, I found out just how devious the human mind can be. Somebody had figured out the cargo code of what we were carrying. The most startling was a locked container area that was supposed to have watches and jewelry in it. Then, next thing I knew, I was being offered the opportunity to buy cigarettes—by the gross (144 cartons to the box), Arrow undershirts and shorts as well as socks. I didn't smoke, so I refused the cigarettes, and none of the underwear fit me.

A fireman and watertender aboard a Liberty ship had to adjust numerous valves and watch many gauges, because boilers allowed to run dry would explode.

At the time, I did not know that cigarettes were a chief barter item around the world. We could buy them for 60 cents a carton and sell them overseas for \$2 or more per carton. Even a single cigarette was of value. Everybody wanted American cigarettes. They were better than the foreign currency and more stable. Later, I would buy my one carton a week allotted me on the ship, so I always had five or six cartons I could use for barter instead of cash.

American money was also better than any foreign monies. Another good item was booze. You could buy name brands in the States from \$3 to \$5. GIs overseas paid up to \$30 per bottle. I didn't care to get involved in that business.

But . . . back to the ship's activities. In one day, many of the crew had underwear, socks and cigarettes under bunks or stuffed in their lockers. Nobody found any jewelry or watches. The boom came down when the captain found out about the break-in and looting. Had us all on deck and raised Cain, hollering and shouting. Said if it wasn't all put back by the next morning, the FBI, CIA, Army Intelligence was coming aboard for a search. And if anything was found on us or we were involved in any way, it was BIG TROUBLE. Our papers would be pulled, and we would serve time.

The word got out around the ship about the tides—when it would be high tide and when it would be low tide. Nobody was stupid enough to return the goods because they all knew the officers would be on alert. And once they got one guy, he would readily name others to save his own butt. So the word was, toss everything overboard after 10 o'clock when the tide was at its highest. Then, when the tide went out, it would wash all the contraband out of the harbor and into the sea.

Everyone went to bed well pleased by getting rid of the evidence. But as things go sometimes, you are misinformed or given poor information. We got both. When we looked over the side, the whole bay was filled with cartons and boxes of cigarettes and Arrow shorts, socks and

undershirts. The tide information was just the opposite of what the men were told. And so the best laid plans of mice and men often go astray. It was amazing how quickly we got our needed parts for engine repair and sailed out of the harbor.

Made it to Panama OK and unloaded our ship. Not having badly needed war materiel, it took about five days. I forget which one of the small countries around Panama we were headed to next. Anyway, they had a revolution going on. Somebody got hold of some army trucks and machine guns and took over. Somebody said they had a revolution every 30 days in this area, and it was no big deal. We made it back to New York with not too many problems.

After I got paid, I took a trip home as I hadn't been there for six months.

After three weeks at home, I headed back to New York City to grab another ship. Since I had a lot of shore time, I got to pick out a ship right away and signed on as an oiler. We were in port another week or so before sailing out to join up with a small convoy. We knew then we were going to the European war zone as we headed toward Newfoundland. This was a Liberty ship and, besides the holds being full, we carried different trucks up on deck, on the covers of the cargo holds. So we sat pretty low in the water.

Being the oiler on a Liberty ship was a pretty easy job. Your biggest responsibility was to see that none of the bearings got hot. The vessel had a triple expansion steam engine. You oiled the top of the crankshafts every 20 minutes. Your oil can was just the ordinary kind that held about a quart of oil and had a long spigot on it. To oil, you held the can in the palm of your hand with the spigot between your fingers. The crankshafts would come up and down at a maximum of 78 times a minute. So you had to get the rhythm to follow up the crank and then squirt the oil into an open wick oil cup. Five or six squirts and on to the next crank.

There were three crankshafts with a cup on each side. We cut the nozzle short to about four inches long. Originally, it was eight inches long or so and tapered, the smallest part on the end. The further down we cut it, the more oil came out on each squirt. This was done on the top grate. On the lower grate or deck, you felt the bearings that were connected to the driveshaft.

The cranks sat in an open oil pan and contained about 50 gallons of oil. We would mix it half and half with just plain water. As the cranks turned, they made an emulsion that was a good enough lubricant to oil the bearings—and saved a lot of money.

To feel the bearings, you waited for the crank to come around. You would put your hand between the crank and the piston rod. Your hand had to remain flat and your arm in rhythm with the crank coming around. After you missed the slot of where to stick your hand a couple times, you learned real quick how to do it properly.

The only place one got a little nervous was going down the shaft alley to check the bearings. The driveshaft was about 16 inches or so in diameter and was made up of sections. There were about three or four bearings and they were immersed in oil in a bearing case. The shaft alley wasn't very big. Just long. From the engineroom to the propeller in the stern, maybe seven feet or so high and six feet wide. With huge bearing cases to hold the shaft, one didn't have too much to do, and one did not want to be caught in there if an accident happened.

*Brother Stimac's wartime recollections will continue in a future edition of the Seafarers LOG.*

# Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2007

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
Algonac	4	1	1	0	1	0	0	7	8	2
Anchorage	0	8	1	0	4	0	1	1	11	2
Baltimore	6	5	2	5	4	0	5	10	8	3
Fort Lauderdale	10	11	7	3	5	3	5	18	27	15
Guam	2	5	5	1	2	0	0	2	9	7
Honolulu	8	10	1	4	8	1	0	15	9	2
Houston	53	27	7	31	21	3	31	83	54	17
Jacksonville	29	19	2	18	17	2	9	57	40	7
Joliet	0	2	0	1	2	1	0	0	3	1
Mobile	14	14	1	8	5	0	4	23	23	1
New Orleans	14	4	1	7	8	0	5	26	16	4
New York	44	29	4	31	16	4	22	83	43	10
Norfolk	9	14	6	8	8	5	8	24	31	12
Oakland	21	10	2	19	8	2	7	40	22	4
Philadelphia	7	5	2	2	1	1	3	9	8	1
Piney Point	1	4	0	0	13	0	0	1	7	0
Puerto Rico	9	7	0	4	7	0	2	15	14	2
St. Louis	0	7	0	2	5	0	2	2	9	1
Tacoma	32	36	4	27	18	2	24	63	68	15
Wilmington	20	18	5	20	10	4	12	40	33	12
<b>Totals</b>	<b>283</b>	<b>236</b>	<b>51</b>	<b>191</b>	<b>163</b>	<b>28</b>	<b>140</b>	<b>519</b>	<b>443</b>	<b>118</b>
Port	ENGINE DEPARTMENT									
Algonac	0	1	1	0	1	1	0	1	0	2
Anchorage	0	0	0	0	1	0	1	0	0	0
Baltimore	9	2	0	1	1	0	0	11	7	2
Fort Lauderdale	8	7	6	4	3	0	2	9	9	7
Guam	2	5	2	2	2	0	1	1	5	2
Honolulu	5	4	0	7	5	0	3	13	4	1
Houston	16	10	4	10	7	2	12	32	19	6
Jacksonville	20	18	4	14	9	2	10	36	37	4
Joliet	0	1	0	2	0	0	0	0	3	0
Mobile	6	5	0	6	3	1	1	13	8	0
New Orleans	3	5	0	5	2	0	5	8	10	1
New York	16	14	3	15	4	0	7	31	22	4
Norfolk	3	6	3	7	7	1	10	10	14	5
Oakland	9	4	1	5	6	2	0	15	14	3
Philadelphia	2	2	0	2	0	0	1	1	2	1
Piney Point	1	4	0	2	3	0	0	1	3	0
Puerto Rico	4	4	0	1	2	0	2	5	8	0
St. Louis	2	2	0	1	1	2	2	2	6	1
Tacoma	20	14	6	7	16	1	8	27	28	9
Wilmington	7	7	8	6	6	4	2	15	14	11
<b>Totals</b>	<b>133</b>	<b>115</b>	<b>38</b>	<b>97</b>	<b>79</b>	<b>16</b>	<b>67</b>	<b>231</b>	<b>213</b>	<b>59</b>
Port	STEWARD DEPARTMENT									
Algonac	0	0	0	0	0	0	0	0	0	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	1	1	0	0	0	1	8	2	1
Fort Lauderdale	6	12	1	1	7	0	2	16	12	2
Guam	2	1	0	0	1	0	0	4	3	0
Honolulu	8	5	0	4	3	0	0	12	9	0
Houston	19	6	0	11	3	2	6	42	15	3
Jacksonville	18	4	3	11	6	1	4	29	22	4
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	3	3	1	5	3	2	3	9	7	1
New Orleans	6	3	1	4	3	0	6	11	9	1
New York	19	8	4	13	2	1	11	33	10	7
Norfolk	7	8	4	5	5	2	4	9	15	5
Oakland	15	5	0	17	3	0	7	39	5	0
Philadelphia	1	0	0	0	0	0	1	2	1	0
Piney Point	4	1	0	1	0	1	1	5	3	0
Puerto Rico	1	0	0	0	1	0	2	3	3	0
St. Louis	2	1	0	1	0	0	0	3	2	0
Tacoma	20	7	2	8	4	2	6	31	16	3
Wilmington	19	5	1	16	4	1	8	38	13	1
<b>Totals</b>	<b>155</b>	<b>70</b>	<b>18</b>	<b>97</b>	<b>45</b>	<b>12</b>	<b>62</b>	<b>294</b>	<b>147</b>	<b>29</b>
Port	ENTRY DEPARTMENT									
Algonac	0	0	0	0	0	0	0	0	4	7
Anchorage	0	2	1	0	0	1	0	0	5	1
Baltimore	1	4	0	0	0	0	0	1	7	0
Fort Lauderdale	0	7	7	0	0	1	0	0	14	18
Guam	0	0	0	0	0	0	0	0	4	0
Honolulu	1	6	5	1	1	2	0	2	14	12
Houston	4	21	11	3	9	6	0	10	38	17
Jacksonville	4	6	14	1	4	6	0	8	30	24
Joliet	0	0	0	0	1	0	0	0	0	1
Mobile	1	6	3	1	5	1	0	1	5	8
New Orleans	1	8	6	0	5	3	0	4	10	6
New York	3	37	23	4	16	3	0	15	71	41
Norfolk	0	16	15	0	6	11	0	0	20	18
Oakland	5	13	8	2	9	4	0	9	22	22
Philadelphia	0	2	2	0	0	0	0	0	2	4
Piney Point	0	2	26	0	6	26	0	0	19	14
Puerto Rico	1	2	0	0	1	0	0	1	3	1
St. Louis	0	0	0	0	0	0	0	0	1	0
Tacoma	4	14	5	3	8	3	0	6	27	13
Wilmington	2	9	8	1	6	3	0	2	18	18
<b>Totals</b>	<b>27</b>	<b>155</b>	<b>134</b>	<b>16</b>	<b>77</b>	<b>70</b>	<b>0</b>	<b>59</b>	<b>314</b>	<b>225</b>
<b>Totals All Departments</b>	<b>598</b>	<b>576</b>	<b>241</b>	<b>401</b>	<b>364</b>	<b>126</b>	<b>269</b>	<b>1,103</b>	<b>1,117</b>	<b>431</b>

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

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

## June & July 2007 Membership Meetings

Piney Point .....Monday: June 4, July 2  
 Algonac .....Friday: June 8, July 6  
 Baltimore.....Thursday: June 7, July 5  
 Boston .....Friday: June 8, July 6  
 Guam .....Thursday: June 21, July 19  
 Honolulu.....Friday: June 15, July 13  
 Houston .....Monday: June 11, July 9  
 Jacksonville .....Thursday: June 7, July 5  
 Joliet .....Thursday: June 14, June 12  
 Mobile .....Wednesday: June 13, July 11  
 New Orleans.....Tuesday: June 12, July 10  
 New York .....Tuesday: June 5, July 3  
 Norfolk .....Thursday: June 7, July 5  
 Oakland .....Thursday: June 14, July 12  
 Philadelphia.....Wednesday: June 6  
 Thursday: July 5\*  
 (\*change created due to Independence Day)  
 Port Everglades ....Thursday: June 14, July 12  
 San Juan .....Thursday: June 7, July 5  
 St. Louis .....Friday: June 15, July 13  
 Tacoma .....Friday: June 22, July 20  
 Wilmington.....Monday: June 18, July 16

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

## Personals

### NEFDALI COLON

Your friends Wilson Garcia and Nefdali Santana would like to hear from you. You may call Wilson at (787) 370-3239 or Nefdali at (787) 836-4449.

## New Orleans-Area REC Moves to Mandeville

The U.S. Coast Guard's New Orleans regional examination center (REC) recently relocated. The new REC address and phone number follow:

USCG Regional Examination Center  
 4250 Hwy 22, Suite F  
 Mandeville, LA 70471  
 Phone: (985) 624-5700  
 Fax: (985) 624-5757

REC staff email addresses are the same as before.

Since Hurricane Katrina destroyed the New Orleans East REC facility, the REC staff worked from temporary locations in Morgan City and Metairie, La.; Houston; and Memphis, Tenn. According to the agency, the new REC is easy to reach from Interstate 12 or Interstate 10 via the Causeway Bridge, Causeway Blvd., US-190 exits.

The REC's hours of operation in Mandeville are 7:30 a.m. to 3:30 p.m. Monday through Thursday and 7:30 a.m. to 1:15 p.m. on Friday. The office will remain open for limited services during lunch hour. Testing will be conducted during the same hours, but the latest time to start a new exam is 2:30 p.m. Monday through Thursday, and noon on Friday.

## 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

Kermitt Mangram,

Vice President Government Services

René Lioeanjite, Vice President at Large

Charles Stewart, Vice President at Large

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 499-6600

### NORFOLK

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

### OAKLAND

1121 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

## 'Belated Thank You' Legislation Reintroduced in House and Senate

U.S. Rep. Bob Filner (D-Calif.) on Jan. 4 introduced a bill (H.R. 23) before the House of Representatives in the 110<sup>th</sup> Congress to amend title 46, United States Code, and title II of the Social Security Act. A similar bill (S.961) was presented to the Senate on March 22 by Senators Ben Nelson (D-Neb.), Ted Stevens (R-Alaska) and Sam Brownback (R-Kan.)

H.R. 23 had been introduced in the 109<sup>th</sup> Congress as well, but no action was taken before adjourning for the year.

Titled the "Belated Thank You to the Merchant Mariners of World War II Act of 2007," H.R. 23 directs the Secretary of Veterans Affairs to pay a monthly benefit of \$1,000 to certain honorably-discharged veterans of the U.S. Merchant Marine who served between

Dec. 7, 1941 and Dec. 31, 1946. This is the same period as all other veterans' benefits, from which merchant mariners were excluded until 1988. The bill also stipulates that any surviving wife of a qualified veteran also shall be eligible to receive the same benefit as the veteran.

When he first brought the bill before the House of Representatives in 2004, Filner noted that World War II Merchant Mariners suffered the second-highest casualty rate of any of the branches of service while they delivered troops, tanks, amphibious craft, airplanes, jeeps, ammunition, PT boats, gasoline, aviation fuel, trucks, medicines and food rations to every theater of the war from Normandy to Okinawa. Compared to the large number of

men and women serving in World War II, the numbers of merchant mariners were small, but their chance of dying during service was extremely high. Enemy forces sank more than 800 ships between 1941 and 1944 alone.

Merchant mariners remained in war zones long after the fighting troops came home to enjoy the benefits of the GI Bill, which was signed by President Franklin D. Roosevelt in 1944. At that time the president said, "I trust Congress will soon provide similar opportunities to members of the merchant marine who have risked their lives time and time again during the war for the welfare of their country." But when he died, mariners were denied their benefits, including unemployment, education,

home or small business loans, priority for postwar jobs and medicare care for disabilities. Perhaps the most valuable of the denied rights was the free college education, which the U.S. Department of Commerce has valued at \$300,000 in increased lifetime earnings.

Filner pointed out that when merchant mariners were not included in the GI Bill of Rights, "The merchant marine became the forgotten service." He said, "The fact that merchant seamen had borne arms during wartime in the defense of their country did not seem to matter."

Many WWII mariners finally received veterans' recognition in 1988, along with access to what Filner described as a "watered-down" GI Bill. It took another 10 years to extend the cutoff date for recognition of mariners as veterans so it matched the date utilized by the military.

The pending bill will try to rectify some of these shortcomings.

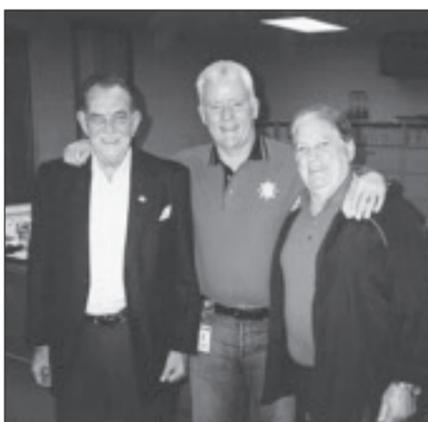
As a member of the U.S. House Committee on Veterans' Affairs, Filner observed back in 2004—and it still holds true today—"While it is impossible to make up for over 40 years of unpaid benefits, I propose a bill that will acknowledge the service of the veterans of the U.S. Merchant Marine and offer compensation for years and years of lost benefits. The average age of (World War II) merchant marine veterans is now 81. Many have outlived their savings. A monthly benefit to compensate for the loss of nearly a lifetime of ineligibility for the GI Bill would be of comfort and would provide some measure of security for veterans of the U.S. Merchant Marine."

The list of supporters of H.R. 23 continues to grow at a rapid pace. There are now 84 cosponsors of the bill.

As chairman of the House Committee on Veterans' Affairs, Filner held a hearing April 18 to receive additional testimony on this important and long-overdue legislation.

Seafarers are encouraged to write to their U.S. senators and representatives asking for their support of H.R. 23 and S.962.

### Meetings in the Port of Houston



Above: SIU Vice President Dean Corgey (standing fourth from left) addresses a December 2006 meeting of the Houston Chapter of the American Merchant Marine Veterans (AMMV) to update them on current affairs in the Merchant Marine and U.S.-flag maritime industry. The group meets monthly at the Port of Houston Seamen's Center and includes retired WWII merchant marine vets as well as retired licensed and unlicensed mariners. Any retired members interested in joining their local AMMV should contact their port officials for additional information.

Left: At a recent membership meeting in Houston, VP Dean Corgey is flanked by Bosun Monte Pereira (left) and shoregang Bosun John Cain.

### PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by retired SIU member **Robert S. Gordy** of Owings Mills, Md.

It was taken April 22, 1967 aboard Curtis Bay Towing's tug *Kings Point*.

From the left are Mate Norman Pokrywka, Capt. Edward Bromwell, Deckhands Robert S. Gordy and John Carr, and Engineer "Reds" Forrester. All of the crew were charter members of the SIU-IBU.

The "V" is for victory after a six-month strike was settled. The strike was led by Earl "Bull" Shepard, the port agent in Baltimore, and was backed by the entire SIU until victory was declared.

The *Kings Point*, a 2,400 hp tug, was part of Curtis Bay's Blue Diamond Fleet.





### DEEP SEA



**JAMES BALL**, 66, began sailing with the SIU in 1970 from the port of San Francisco. Brother Ball, who was born in Wyoming, worked in the steward department. He first shipped aboard a vessel operated by Michigan Tankers Inc. In 2000 and 2001, Brother Ball upgraded his seafaring skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His most recent voyage was on the *Grand Canyon State*. Brother Ball calls Seattle home.

**PAUL CHARLEY**, 66, began his seafaring career in 1966. Born in Alabama, he first sailed aboard the *Del Mar*. Brother Charley upgraded his skills often at the SIU-affiliated school in Piney Point, Md. He most recently worked on the 2<sup>nd</sup> Lt. *John Paul Bobo*. Brother Charley makes his home in Mobile, Ala.



**THOMAS LASATER**, 56, joined the SIU in 1969. Brother Lasater first sailed aboard the *Mobilian* as a member

of the deck department. He upgraded on numerous occasions at the SIU-affiliated school in Piney Point, Md. Brother Lasater, who was born in California, most recently worked on the *Brenton Reef*. He resides in Downingtown, Pa.

**ANTONIO MARTES**, 65, joined the SIU in 1967. Brother Martes was born in Puerto Rico. He first sailed aboard the *Steel Scientist*. His most recent voyage was on the *Express*. Brother Martes was a member of the engine department. He makes his home in Brooklyn, N.Y.

**ANTONIO RIOS**, 50, embarked on his seafaring career in 1982. Brother Rios first sailed aboard the *Del Sol*. The steward department member attended classes frequently at the Piney Point school. Brother Rios, who was born in Puerto Rico, worked aboard the *Alliance New York* prior to retiring. He is a resident of Carolina, P.R.

**FREDERICK SHANNON**, 65, donned the SIU colors in 1998. Brother Shannon first sailed as a member of the deck department aboard the *Franklin T. Phillips*. He was born in Texas City, Texas and upgrad-



ed his skills on two occasions at the Paul Hall Center. Brother Shannon's most recent voyage was aboard the *Sirius*. He resides in Dickinson, Texas.

**PABLO VAZQUEZ**, 65, joined the SIU in 1966. His first ship was the *Western Hunter*. Brother Vazquez shipped in the engine department. A native of Puerto Rico, he upgraded his skills in 2000 at the union-affiliated school in Piney Point, Md. Brother Vazquez most recently worked aboard the *Horizon Producer*. He continues to live in Puerto Rico.



**PHILLIP YAROS**, 65, began shipping with the Seafarers in 1991. The Pennsylvania native first sailed aboard the *Cape Nome*. He most recently worked on the *USNS Mendonca*. Brother Yaros attended classes at the Piney Point school on three occasions. He makes his home in Erma, N.J.

### INLAND

**ERNEST BRYAN**, 68, joined the SIU ranks in 1996. Boatman Bryan shipped primarily on vessels operated by Crowley Liner Services. Born in New Jersey, he calls Hazelton, Pa. home

**VIRGINIA MILLER**, 69, started sailing with the SIU in 1995. Sister Miller was a member of the steward department. She shipped primarily on board Orgulf Transport Company vessels. Sister Miller calls Paducah, Ky. home.

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

**WILLIAM BIONDIE**, 64, joined the NMU in 1966. He first shipped from the port of New York as a member of the steward department aboard the *Constitution*. Brother Biondie is a native of Dayton, Ohio. He most recently sailed on the *Endurance*.



**RICHARD BOYD**, 67, became an NMU member in 1963. Born in Charleston, S.C., Brother Boyd first worked aboard the *Metapan* in the steward department.



**AVELL BROWN**, 61, started his seafaring career in 1979 in the port of Mobile, Ala. Brother

Brown's first voyage was on the *Mayo Lykes*. He was born in Meridian, Miss. Prior to retiring, Brother Brown shipped aboard the *Lykes Liberator*.

**BELL COLOMBO**, 71, was born in the Dominican Republic. Brother Colombo began sailing with the NMU in 1969. His first vessel was the *American Liberty*; his most recent was the *Nebraska*.



**RIZAL COLON**, 68, launched his NMU career in 1963 in San Juan, P.R. Brother Colon first shipped aboard the *USNS Mission Santa Ynez*. The New York native worked in the engine department. Brother Colon most recently sailed on the *Maersk Alabama*.

**DENNIS GAFFNEY**, 57, joined the NMU ranks in 1981 in the port of San Francisco. Brother Gaffney was born in Staunton,

Va. He first sailed aboard the *China Sea*. Before retiring, Brother Gaffney worked on the *Alaskan Navigator*.



**JESUS GARCIA**, 61, embarked on his seafaring career in 1965 in the port of New York. Brother Garcia first worked aboard the *Mormac Rio*. The Puerto Rico native most recently shipped on the *Enterprise*.



**JOHN GEEDMAN**, 65, joined the NMU in 1975, initially sailing from the port of New York. Born in Bayonne, N.J.,

Brother Geedman first worked aboard the *Export Bay* as a member of the deck department.

**WILLIAM GULLETTE**, 66, donned the NMU colors in 1969 in the port of Mobile, Ala. Brother Gullette's first voyage was aboard the *Leslie Lykes*. Born in Alabama, he sailed as a member of the steward department.

Brother Gullette most recently shipped on the *Intrepid*.

**TORBIO MENDOZA**, 66, began his NMU career in 1960 in the port of Houston. Brother Mendoza first sailed on the *Keystoner*. The steward department member, who was born in Texas, most recently worked aboard the *Cape Vincent*.



**GEORGIANA YOUNG**, 61, joined the NMU in 1979 in the port of Mobile, Ala. Sister Young sailed as a member of the steward department. She is a native of Alabama.

*In addition to the individuals listed above, the following NMU pensioners retired on the dates indicated.*

NAME	AGE	EDP
Antonio Beof	67	March 1
Kenneth Bunn	55	May 1
Joseph Hirtle	56	Jan. 1
Frank Papez	71	Jan. 1

## 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.*

*Reprinted from past issues of the Seafarers LOG.*

### 1945

**NEW YORK, May 14** – Victory in Europe will have no immediate effect on shipping, and any future falling off will be gradual, government authorities said today. The demand for space to move personnel and cargoes will continue, and a natural increase in transport to the Pacific was developing, that will require all the tonnage that can be spared from the Atlantic.

It was announced recently that Europe would require some 12 million tons of food alone in the next year. This was more than a third of the total dry cargo export from this country in the last peace year, 1939. Not only will cargo ships be needed, but personnel transport requirements will increase rather than diminish, it was said. The War Department will be depending upon merchant shipping, including SIU-manned vessels, to move millions of men from Europe to the Pacific theatre, to ship out fresh troops, to return home from the battlefields discharged and furloughed servicemen and the wounded.

### 1965

The 12<sup>th</sup> biennial convention of the Seafarers International Union of North America was conducted in Washington from May 26 through June 1. The highlight of the convention's first day came when AFL-CIO President George Meany pledged that the federation would go "down the line" and support maritime labor's fight to preserve American ships, manned by American seamen at American wage levels. He laid the responsibility for the decline of U.S. maritime at the door of the Departments of Agriculture, Defense and State, whose policies weaken rather than help American shipping.

Senators Vance Hartke, Ted Kennedy and Daniel Inouye also called for a stronger American-flag merchant fleet in speeches before the convention.

### 1977

A new age in American merchant shipping will be born in the weeks ahead at a sprawling shipyard in the old New England town of Quincy, Mass. where SIU members will crew up the first liquefied natural gas carrier ever built in the Western Hemisphere. This incredible ship, named after the zodiac sign Aquarius, marks the advent of a new breed of U.S.-flag sailing vessel and a new trend in

merchant shipping that may someday change the entire makeup of the American merchant fleet.

The 936-foot *Aquarius* is the first of 12 U.S.-flag LNG tankers scheduled to be built at the General Dynamics Shipyard in Quincy. She has a 25-year charter to haul liquefied natural gas from Indonesia to Osaka, Japan.

### 1997

The SIU's newest hall officially opened on May 20 when President Michael Sacco and Executive Vice President John Fay toured the facility in Anchorage, then attended a shore-side reception to launch the union's newest initiative in Alaska.

"We are opening this hall in Anchorage to show how committed the SIU is to Alaska and its growing maritime industry," Sacco noted. "With this facility, we can help members and their families who live in this state with any questions they may have concerning their benefits. This hall will also help us in another way—recruiting young Alaskans who want to join the SIU and the U.S. Merchant Marine."

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### JOHN ASHLEY



Pensioner John Ashley, 76, passed away Sept. 10. Brother Ashley launched his seafaring career in 1964. The New York-born mariner initially sailed in the engine department of a CSX Lines vessel. Brother Ashley retired in 1995; he last shipped aboard the *Achiever*. He called Houston home.

### ROCCO CARUSO



Pensioner Rocco Caruso, 83, died Sept. 10. Brother Caruso joined the union in 1948 in the port of New Orleans. His first ship was the *John B. Waterman*. Brother Caruso was born in Italy and sailed in the deck department. He last worked aboard a Michigan Tankers Inc. vessel. Brother Caruso went on pension in 1979. He lived in Baltimore.

### JAMES GARD



Pensioner James Gard, 78, passed away Sept. 21. Brother Gard, who was born in Fort Pierce, Fla., began sailing with the SIU in 1946 in the port of Baltimore, Md. Brother Gard's first voyage was on a Waterman Steamship Corp. vessel. The steward department member's last voyage was aboard the *Horizon Crusader*. Brother Gard became a pensioner in 1988. He resided in his native state.

### HARRY JONES



Pensioner Harry Jones, 67, died Aug. 21. Brother Jones started sailing with the Marine Cooks and Stewards in 1962 in the port of San Francisco. He was born in Tennessee and worked in the steward department. Brother Jones last worked on the *President Roosevelt*. He made his home in Randallstown, Md. and began receiving his pension in 1997.

### TIMOTHY LARUE

Brother Timothy Larue, 47, passed away Aug. 3. He joined the SIU in 1979. Brother Larue's first voyage was aboard the *Boston*. He worked as a member of the deck department. Brother Larue most recently shipped on the *Atlantic*. The West Virginia-born mariner made his home in Jacksonville, Fla.

### CHARLES MacDONALD



Pensioner Charles MacDONALD, 79, died July 1. Brother MacDONALD joined the SIU in 1953. The Canadian-born mariner initially

sailed on board a Sprogue Steamship vessel. Brother MacDONALD was a member of the deck department. His last voyage was aboard the *Innovator*. Brother MacDONALD retired in 1988. He was a resident of Las Vegas.

### VINCENTE ORTIZ



Pensioner Vicente Ortiz, 79, passed away Sept. 8. Brother Ortiz commenced his seafaring career in 1958. His first ship was the *Santa Maria*; his last was the *Samuel L. Cobb*. Brother Ortiz, who was born in Puerto Rico, worked in the steward department until 1993, when he went on pension. He lived in West Palm Beach, Fla.

### ANTHONY PALINO



Pensioner Anthony Palino, 79, died Aug. 7. Brother Palino was a native of New Jersey. He became a member of the SIU in 1947 in the port of Baltimore. Brother Palino's first voyage was on the *Steel Navigator*. He sailed in the deck department, most recently aboard the *Horizon Trader*. Brother Palino called Fort Lauderdale, Fla. home. He started collecting compensation for his retirement in 1991.

### HERIBERTO VAZQUEZ



Pensioner Heriberto Vazquez, 77, passed away Aug. 19. Brother Vazquez began his seafaring career in 1957. His first trip to sea was on the *Banner*, where he sailed in the engine department. Brother Vazquez's last voyage was aboard the *Carolina*. He was a resident of his native Puerto Rico and became a pensioner in 1994.

### JOHN WALKEN



Pensioner John Walken, 93, died Sept. 8. Brother Walken joined the SIU in 1951 in the port of New York. He first sailed aboard an A.H. Bull Steamship Company vessel in the deck department. Brother Walken, who was born in Germany, last shipped on board the *Resource*. He lived in Howell, N.J. and went on pension in 1979.

### WILLIAM WILLIAMS



Pensioner William Williams, 85, passed away Sept. 28. Brother Williams was born in Virginia. He embarked on his seafaring career in 1947 in the port of Norfolk, Va. Brother Williams initially shipped aboard the *Sandchief*. He was a member of the deck department. Prior to retiring in

1983, Brother Williams sailed on the *Long Island*. He lived in Brookhaven, N.Y.

### KIRBY WRIGHT



Pensioner Kirby Wright, 80, died Aug. 23. Brother Wright became an SIU member in 1947 in the port of Norfolk, Va. His first ship was the *Steel Survey*. Brother Wright, who worked in the deck department, last sailed on the *Voyager*. He resided in his native state of North Carolina and began receiving his retirement pay in 1985.

## INLAND

### ROBERT HIEL



Pensioner Robert Hiel, 70, passed away Sept. 1. Boatman Hiel started his seafaring career in 1978 in Detroit. He sailed in both the inland and Great Lakes divisions. Boatman Hiel's first ship was the *Niagara*. Born in Detroit, he was a member of the steward department. Boatman Hiel most recently shipped on an OLS Transport vessel. He retired in 2002 and made his home in Punta Gorda, Fla.

### CLAUDIE JONES

Pensioner Claudie Jones, 64, died Aug. 3. Boatman Jones donned the SIU colors in 1967. His first trip was on a Dixie Carriers vessel. Boatman Jones was a member of the deck department. He was born in North Carolina and made his home in Leesburg, Ga. Boatman Jones went on pension in 1997.

### JOHN NOLDE



Pensioner John Nolde, 82, passed away Aug. 18. Born in Pennsylvania, Boatman Nolde joined the union in 1943 in the port of New York. He initially shipped on the *Southern District*. Before retiring in 1982, he worked aboard an Interstate Oil Transport Co. vessel. Boatman Nolde was a resident of Philadelphia.

### JOSEPH PULLEN

Pensioner Joseph Pullen, 83, died Aug. 2. Boatman Pullen launched his SIU career in 1951 in the port of New Orleans. His first voyage was aboard the *Zane Grey*. Boatman Pullen last sailed on a Gulf Canal Lines vessel. Boatman Pullen, who called Westwego, La. home, started collecting his pension in 1989.

### FRANK THEILER



Pensioner Frank Theiler, 73, passed away Sept. 27. Boatman Theiler was a Texas native. He began sailing with the SIU in 1962. Boatman Theiler shipped primarily on vessels operated by Galveston Wharves. He retired in 1998 and made his home in Rural, Texas.

## GREAT LAKES

### HOMER BUCK



Pensioner Homer Buck, 73, died Oct. 8. Brother Buck embarked on his SIU career in 1961, joining in the port of Detroit. He was a native of Altoona, Pa. and worked in the deck department. Brother Buck first sailed aboard an American Steamship Company vessel. His last voyage was aboard the *Saint Clair*. Brother Buck started collecting his pension in 1996. He lived in Cleveland.

### PAUL CREGUER



Pensioner Paul Creguer, 81, passed away Sept. 12. Brother Creguer joined the union in 1965 in the port of Fort Lauderdale. He was born in Elkton, Mich. and worked in the deck department. Brother Creguer first sailed on the *Huron Portland Cement*. His last voyage was aboard the *J.A.W. Iglehart*. Brother Creguer became a pensioner in 1990. He made his home in Oscoda, Mich.

### STEVEN LUKOWSKI



Brother Steven Lukowski, 48, died July 20. He joined the SIU in 2001 in Detroit. Brother Lukowski's first ship was the *Richard J. Reiss*. He was a member of the steward department. Brother Lukowski most recently shipped aboard the *Adam E. Cornelius*. He was a resident of Alpena, Mich.

### GEORGE MILLER



Pensioner George Miller, 78, passed away July 2. Brother Miller was born in Lewistown, Pa. and began sailing with the union in 1963 in the port of Detroit. Brother Miller initially worked aboard a Rockport Steamship Company vessel. The deck department member last shipped on the *American Mariner*. Brother Miller retired in 1992. He called Mifflin, Mass. home.

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

### JOSE ALVARADO



Pensioner Jose Alvarado, 93, passed away June 18. Brother Alvarado joined the NMU in 1945 in the port of Baltimore, Md. The Puerto Rico-born mariner first sailed on the *Lincoln Steffen*. Brother Alvarado, who last sailed on a Mormac Isle vessel, became a pensioner in 1967.

## THOMAS KANE



Pensioner Thomas Kane, 81, died June 16. Brother Kane embarked on his seafaring career in 1965, initially sailing from the port of San Francisco. His first ship was the *American Contractor*. Brother Kane, who was born in Sacramento, Calif., last shipped aboard the *Admiralty Bay*. He retired in 1987.

## VINCENT MEDEIROS



Pensioner Vincent Medeiros, 84, passed away June 26. Brother Medeiros was born in Hawaii and joined the NMU in 1941, first shipping on the *Ivy Harbor*. He went on pension in 1978.

## YU TANG



Pensioner Yu Tang, 81, died June 15. Brother Tang donned the NMU colors in 1963, first sailing aboard the *Hope*. He was born in China. During his seafaring career, Brother Tang worked in the steward department. His last voyage was on the *American Marketer*. Brother Tang began receiving his retirement pay in 1986.

## ARCHIBALD TROTT



Pensioner Archibald Trott, 98, passed away June 28. Brother Trott joined the NMU in 1947 in the port of New York. His first trip to sea was on the *Lady Somers*. Brother Trott was born in the West Indies and shipped in the steward department. Prior to retiring in 1972, he sailed aboard the *Mormac Sky*.

## JAMES WHITFIELD



Pensioner James Whitfield, 80, died June 16. Brother Whitfield became an NMU member in 1944 in the port of New York. The New Haven, Conn. native worked in the engine department. Brother Whitfield last worked on the *Santa Cruz*. He began collecting his pension in 1970.



# 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.

**CHEMICAL TRADER** (Intrepid Ship Management), March 27—Chairman **Raymond A. Tate**, Secretary **Rocel C. Alvarez**, Deck Delegate **Francis Johnson**, Engine Delegate **Carlos Ventura**, Steward Delegate **Manes Sainvill**. Chairman announced April 1 pay-off in Lake Charles, La. Secretary expressed gratitude for help in keeping mess hall and house clean. Educational director encouraged mariners to contribute to SPAD and upgrade skills at Paul Hall Center in Piney Point, Md. He also discussed new ID cards (TWIC). No beefs or disputed OT reported. Letter read from Port Everglades patrolman pertaining to vacation policy. Next ports: Tampa, Fla.; Lake Charles.

**GALENA BAY** (OSG Ship Management), March 27—Chairman **Al Caulder**, Secretary **Fausto D. Aranda**, Educational Director **Mark E. Sawin**. Chairman announced arrival in Tampa, Fla. and expected union representative to come aboard. Secretary thanked DEUs for job well done. Educational director requested clarification regarding cost of living increases for pension benefits. He also stressed importance of upgrading skills at Piney Point school. No beefs or disputed OT reported. Steward department was thanked for great food.

**GLOBAL SENTINEL** (Transoceanic Cable Company), March 6—Chairman **Timothy B. Fogg**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate **David L. Parks**, Engine Delegate **Gary M. Bartlett**, Steward Delegate **James M. Callahan**. Chairman talked about the upcoming MARS cable installation project. He also read report from headquarters pertaining to sleep deprivation and reminded all Seafarers to get proper amount of rest. Educational director urged Seafarers to check document expiration dates. He noted it is taking 4-6 months to renew documents, sometimes longer. Mariners can renew documents one year in advance. Treasurer stated \$3,500 in ship's fund. Cigarettes will be sold only when ship is at sea (per directive of captain). No beefs or disputed OT reported. Communications were posted as they were received. Suggestions were made concerning contract and lowering retirement age. Members also requested clarification on manning scale for crew when ship goes out on projects. With such a large crew, members were asked to help keep areas clean, especially laundry room and crew lounge. Next ports: San Francisco; Portland, Ore.

**HORIZON CONSUMER** (Horizon Lines), March 25—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Charles L. Wharton**, Deck Delegate **Sangie Mohamed**, Steward Delegate **Enrique A. Garrido**. Chairman announced March 27 payoff before arrival in Oakland, Calif. He informed crew members that

ship is due for layup in May. Two new ships have joined the fleet, the *Horizon Hawk* and *Horizon Hunter*. Secretary advised crew to have books ready for patrolman upon arrival in Oakland and to read *Seafarers LOG* to keep informed of union and maritime issues. Educational director encouraged mariners to upgrade skills at Paul Hall Center and keep all paperwork in order. No beefs or disputed OT reported.

disputed OT reported. Vote of thanks to chief steward and his galley gang. Next ports: Jacksonville; San Juan, P.R.; Elizabeth, N.J.

**HORIZON HAWK** (Horizon Lines), March 26—Chairman **Steven L. Bush**, Secretary **Donald C. Spangler**, Engine Delegate **Samuel Garrett**, Steward Delegate **Kenneth E. Huddleston**. Chairman reported dryer was out of order and there are no spare parts. Electrician is working on problem, and it will be brought to captain's attention. Secretary welcomed everyone aboard ship's first crossing and thanked them for working so hard to bring *Hawk* into service. Educational director advised Seafarers to stay up to date on upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Recommendation made to have option of direct deposit for vacation pay as well as numerous sug-

**MAERSK NEBRASKA** (E-Ships), March 19—Chairman **Frederick L. Gathers**, Secretary **Luis A. Caballero**. Chairman expressed need to retain copy of SIU minutes and standard freighter agreement aboard ship. Educational director urged crew to read *Seafarers LOG* to find out information about courses offered at Piney Point. Beefs and disputed OT reported in deck department. Crew requested clarification on transportation to and from vessel. Request made for new DVD player in crew lounge and new refrigerator for pantry.

**MAERSK VERMONT** (E-Ships), March 25—Chairman **Jim Joyce**, Secretary **Robert J. Bostick**. Chairman encouraged Seafarers to contribute to SPAD. No beefs or disputed OT reported. Crew members expressed concern over the condition of rooms at payoff. Suggestion made to have vacation checks sent home and to increase pension payments. Next port: New York.

standardize all contracts. Bosun reminded crew of SIU's traditional mess room courtesies: no hats, tanks tops or flip flops. Next ports: Texas City, Texas; Port Everglades, Fla.; Charleston, S.C.

**QUALITY** (Maersk Line Limited), March 30—Chairman **William M. Richards**, Secretary **Franklyn J. Cordero**, Educational Director **Rudolph C. Maycock**. Chairman announced New Jersey payoff along with a crew change. He thanked all departments for safe trip and for helping keep rooms and main house clean. Secretary reminded departing members to leave rooms clean and supplied with fresh linen for next person. He also advised everyone to check expiration dates on all documents. Educational director noted the importance of upgrading skills at Piney Point and contributing to SPAD. No beefs or disputed OT reported. Steward department thanked for excellent meals.

**LIBERTY** (Interocean American Shipping), April 1—Chairman **Erik P. Penia**, Secretary **Stephen A. Bird**, Deck Delegate **Paul M. McDonell**, Engine Delegate **Bernard Corbett**, Steward Delegate **Raford Nixon**. Chairman spoke about how ARC and Interocean American Shipping have grown in recent years—a positive sign. Secretary requested information about status of new contract and discussed need for continual upgrading of skills to keep up with ever-changing industry. Treasurer noted arrival of two new pieces of gym equipment. The gym is looking good, and the crew is reaping the rewards. No beefs or disputed OT reported. Request made that laundry machines be fixed or replaced and that transformers be installed in each cabin so crew can use their 110v gear. Bosun thanked galley gang for good food and keeping up morale. Next port: Baltimore, Md.

**MAERSK MISSOURI** (Maersk Line Limited), April 1—Chairman **Felix A. Santiago**, Secretary **Billy Gigante**, Educational Director **Hiawatha J. Williams**, Deck Delegate **Paul I. Castillo**, Steward Delegate **Brian T. McEleney**. Chairman reported good voyage with good crew and announced April 2 pay-off in Elizabeth, N.J. Educational director encouraged members to take advantage of educational opportunities available at Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done. Next ports: Elizabeth; Norfolk, Va.; Charleston, S.C.

**SEABULK ARCTIC** (Seabulk International), April 4—Chairman **Juan Castillo**, Secretary **Allan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Steven E. Dubley**, Engine Delegate **Melgar D. Daguio**, Steward Delegate **Enrico S. LaMarca**. Chairman discussed new contract, which will be retroactive to Oct. 1, 2006. Secretary thanked crew for helping keep mess hall clean. He also praised Chief Cook LaMarca for great meals and GVA for keeping house so clean. Educational director asked everyone to check document dates and renew early, not when they are just about to expire. No beefs or disputed OT reported. Mariners requested new washer and dryer combo in crew laundry. Members were asked to return DVDs when finished viewing them. Next ports: Port Angeles and Anacortes, Wash.; Valdez, Alaska.

## Aboard the Global Patriot



Oilers Spencer Reed and Bentley Arrundell

The Seafarers pictured here were aboard the *Global Patriot* when union representatives from the port of Norfolk serviced the vessel March 14 in Sunny Point, N.C.



Oiler Jeffrey Murray



ABs Steven Kroner, Rotilio Alvarez and Arnel Resurreccion



Bosun John Habib and AB James Ray



QEE Terry Wilcox

Crew members were thanked for smooth and safe trip. Next ports: Oakland; Los Angeles; Honolulu.

**HORIZON HAWAII** (Horizon Lines), March 18—Chairman **Antonio M. Mercado**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Isaac Vega-Mercado**, Engine Delegate **Mohamed M. Hadwan**, Steward Delegate **Jorge R. Salazar**. Chairman thanked everyone for working together as a team and announced April 6 payoff in Jacksonville, Fla. He asked crew to have union books and dues ready for boarding patrolman and also warned Seafarers to keep MMDs and passports current or chance losing a job. Secretary thanked fellow crew members for smooth, safe voyage and reminded them to "Be alert; don't get hurt." Educational director advised mariners to upgrade skills at the SIU-affiliated school in Piney Point. No beefs or

gestions for improvements as ship settles into a routine.

**HORIZON PRODUCER** (Horizon Lines), March 2—Chairman **Joseph R. Colangelo**, Secretary **William J. Bunch**, Educational Director **Angel S. Hernandez**, Deck Delegate **Cleofe B. Castro**. Chairman informed crew payoff would take place after union meeting. Ship has just returned from foreign articles and must clear customs and immigration in San Juan before they can go ashore. Educational director encouraged members to contribute to SPAD and renew documents before they expire. Treasurer stated \$6,186.85 in ship's fund. No beefs or disputed OT reported. Recommendations were made to increase pension and medical benefits. Request made for new chairs in crew lounge and crew mess as well as box springs in crew rooms.

**OVERSEAS HOUSTON** (OSG Ship Management), March 4—Chairman **Timothy D. Koebel**, Secretary **Ekow Doffoh**, Educational Director **Edward Self**, Deck Delegate **Paul Hackney**, Engine Delegate **Anjwar Brooks**, Steward Delegate **Hayes Johnson**. Chairman stated captain will purchase adapters (not converters) for 220 outlets. E-mail will come online March 5 and there is now a proper mailing address. He also let crew know that e-deposits are available and gave steps to follow to initiate it. Mariners were asked to refrain from talking in hall and playing TVs or music at high volume from 6 p.m. to 8 a.m. Educational director discussed TWIC information from February *Seafarers LOG*. No beefs or disputed OT reported. Suggestions made to increase medical benefits, reinstate penalty meal hours and

## Letters to the Editor

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

### Memories from 1943 Voyage

The following story (and many others) was told to me by my late husband, Milton Robinson, who was an SIU seaman. He joined the SIU in 1941 and retired in 1969. He was very proud of the SIU because he was "in" on the early days. Of course, during that time, many labor unions were formed for the working men and women of the day.

### Shipwrecked

I signed on to the Liberty ship *SS James Withycombe* as boatswain in Mobile, Ala. on Nov. 16, 1943 along with other guys making up the crew from Mobile. She was loaded with cargo.

We sailed south from Mobile toward the Panama Canal en route to a port in the Far East. Approaching the Canal was a stretch of seas marked "shallow" and "not navigable." We became too close to these waters during a terrible storm and unfortunately were grounded. We were to be rescued by the U.S. Coast Guard.

The order came: "Abandon ship!" The Coast Guard was standing by very shortly and threw us ropes, buoys and other equipment for the rescue. We could take nothing with us except the clothes on our backs.

The last to leave the ship were the captain, first mate and me. There was no thought of anything but getting off the dangerous vessel that was being battered by the wind against the rocks and the treacherous seas.

The Coast Guard let us off at the nearest island that was occu-

ried by a U.S. Navy base, and they had a clothing store there that furnished clothes for the Navy personnel. So, our "wardrobes" consisted of Navy outfits in various sizes and ranks. We had quite a hilarious time or two when we would be mistaken for Navy officers and get saluted.

Later we were flown back to Tampa by the steamship company, paid off and returned to our home port of Mobile. There, we registered at the SIU hall and sailed on another trip out.

There was never a time in my life that was fearful of the sea, or regretted my service as a merchant mariner. In fact, even during times of war, I still loved the open seas. The foreign countries and the many interesting people I met were unforgettable.

**As told by Milton Robinson  
To his wife of 64 years, Doris Robinson  
Mobile, Alabama**

### SIU President's Column Hits Mark

Thank you for the wonderful, straightforward article on the condition of America and outsourcing (President's column, April 2007 issue).

After seven years as a reservations agent in a call center specializing in the hospitality industry, the reservations department where I worked was let go due to the outsourcing of our jobs to New Brunswick, Canada. The database department was outsourced to India. As a result, approximately 120 American jobs are gone. The company started to push for outsourcing about five years ago and sent other clients up to Canada for reservations. At that time there were no layoffs but still the jobs are sitting in Canada.

We were given a 60-day notice. We were continually being thanked for the great job we had done—in writing and with a catered lunch—and were

even told we were welcome to attend the annual employee appreciation party where the management arranging the outsourcing (and so proud of the job we were doing) attended. We endured people from India wandering around the office while employees were told to teach them their jobs.

"Morally bankrupt" is such an appropriate term in describing outsourcing.

Meanwhile, the replacements from India just weren't "getting it" and still needed to be trained. Some database management personnel stayed behind and some of the employees scheduled to be laid off March 9 were asked to stay and help finish the training. It's one thing when you are told that you must train a replacement and you do it because you don't want to be let go without that severance package. It's another thing to smile and go out to lunch with your replacement while they're stealing your job.

The article mentioned America West and U.S. Airways. My concern is this: Why did they really bring reservations back to the U.S.? If it's the language barrier, what is to prevent management from considering Canada in the future? It's still cheap labor but now you have people who speak the English language and can be understood.

Where do we go from here? Companies are importing foreign labor illegally and American jobs are being exported.

I boycott American-based companies that outsource their reservations/customer service departments. The conflict with American-based hotels is that they do employ American workers—union and non-union.

All Americans owe a debt to all true, strong and upstanding union members.

**Fran Codispoti  
Scottsdale, Arizona**

## 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.

## Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

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

### HOME ADDRESS FORM

5/07

(Please Print)

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

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

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

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

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

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

# 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 most of 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	May 28	June 22
	July 9	August 3
	August 20	September 14
	October 1	October 26
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 18	June 22
	October 22	October 26
Celestial Navigation	July 9	August 3
GMDSS	August 13	August 24
Lifeboatman/Water Survival	May 14	May 25
	June 25	July 6
	August 6	August 17
	September 17	September 28
	October 29	November 9
Radar	June 4	June 15
	October 8	October 19
Radar Renewal (one day)	June 25	
	October 29	

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning April 30, 2007.

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	May 21	June 15
	July 16	August 10
	September 10	October 5

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

FOWT	June 18 August 13 October 8	July 13 September 7 November 2
Junior Engineer	July 16	September 7
Machinist	June 18 July 9	July 6 July 27
Marine Electrician	September 24	November 16
Pumpman* <i>(*must have tankerman familiarization/ assistant cargo (DL) AND machinist)</i>	July 9 July 30	July 20 August 10
Advanced Refrigerated Container	May 21	June 15
Welding	May 7 June 11 August 6 October 1 October 29	May 25 June 29 August 24 October 19 November 16

## Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	July 9	July 20
Fast Rescue Boat	May 21	May 25
	June 25	June 29
	July 23	July 27
	August 27	August 31
Basic Safety Training	Classes are conducted weekly	
Government Vessels	May 14	May 18
	May 28	June 1
	June 25	June 29
	July 16	July 20
	August 6	August 10
	September 17	September 21
Medical Care Provider	July 23	July 27
	November 5	November 9
Tankerman Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	June 4	June 15
	September 24	October 5
	November 26	December 7
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	June 4	June 8
	August 13	August 17

## Recertification

Bosun	October 8	November 5
Steward	July 9	August 6

## Academic Department Courses

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

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

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

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

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

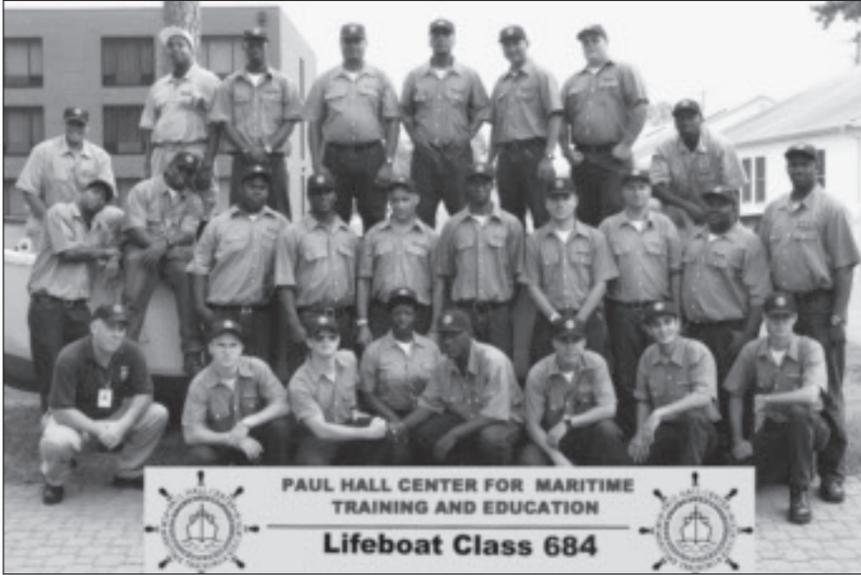
SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

The Seafarers Harry 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 684** — Graduating from the water survival course are unlicensed apprentices from class 684. They include (in alphabetical order) Diego Barbosa, Patrick Brill, Theodore Butler, William Cruz, Felix DeArmas, Dante DeMcCutae, Jarrod Fluitt, Fred Green, Daniel Griffin, Anthony Hill, Joseph Jacobs, Arthur Jones, James Knute, Clarence Lee Jr., Clayton Lupton, Christopher McAfee, Joshue McAtee, David McRoy, Pascal Moise, Travis Moody, Walter Nordora, Vivian Norfleet, Gil Quinones, Ronaldo Quinones, Junior Tanaka, David Weeks and Dominique Wilson.



**AB** — Receiving certificates for completion of the AB course March 30 are (in no specific order) Rolando Salamat, Raul Vargas, Algernon Reed, Dominic Gilmartin, Kevin Stehlik, Jeffery Griffin, Michael Moody, Steven Blair, Maxine Howard, Samuel Thatcher, James Alaniz, Ian Chin, Marvin Herman III, Christen Christensen, Joseph Brown, Nicasio Arzu, Juan Ortiz and Richard Perez. Their instructor, Bernabe Pelington, is at far right.



**FOWT** — Upgrading Seafarers who completed the FOWT course March 23 are (in no specific order) Nicholas Bridges, Nicholas Gattuso, Drew Barth, Edwin Feliciano, Derek King, Christina Earhart, Jimmie Williams Jr., Theo Martin, Antoine Best, Jeffery Novak, Mervin Cruzat, Marion Cruzat, Catherine Clark, Lee Patrick, Dallan Garnett, Richard DeLaCruz, Timothy Hetz, Michael Lais, Reginald Miller, LeGarrus Jones, Jamal Ricks, Melvin Ratcliff Jr., David Grasso, Peter McGlow and Peter Garwood.



**Cargo Handling** — Students in the mates program recently completed cargo handling as well as coastal navigation. They are (in no specific order) Adam Emanuel, Robert Stone, Philip Wright, David Lane II, Darrel Konce, Clyde McNatt, Joey Lupton, Jay Templet, Scott Chew, Kesse Kesse and James Raney. Their instructor, Stacey Harris, is second from left.



**Z-Drive** — Under the direction of Mike Smith (far left) are boatmen from Express Marine who graduated from the Z-drive training March 9. They are (from the left) Doug Covil, Gil Pruitt, Jonathan West, Keith Kirkeide, Jeffrey Fackett and Capt. Greg Brooks (who also instructed the course).



**STCW** — Seafarers completing the STCW course March 20 are (in alphabetical order) Yunlay Bridges, Larry Florip, Christopher Folmar, Arthur Horner, Getolio Medallo, Abraham Mills and Jessie Parente.

## Computer Lab Classes

With instructor Rick Prucha (back row, center) are students who recently completed computer classes at the Paul Hall Center. Showing their certificates of achievement are (from left, seated) Paul Amato, Emilia Woodin and Muniru Adam and (from left, standing) Stephen Riccobene and Roger Dillinger Jr.



**Welding** — Under the instruction of Buzzy Andrews (fourth from right) are March 2 graduates of the welding class (in alphabetical order) Muniru Adam, Roger Dillinger Jr., Nicholas Dippel, Lawrence Guerrero, Cynthia Harris, Mark Kane, Stephen Riccobene and William Scott.

# Paul Hall Center Classes



**Radar** — G&H Towing boatmen who completed the radar course March 16 under the instruction of Herb Walling (far right) are (in no specific order) William Riggs, Jonathan Batten, Sean Lafrage, Albert Tircuit III, Matthew Hargrove IV and Lionel Hall.

**Chief Cook** — Students who completed the course for chief cooks in May are (from the left) Abdmutaali Muhammad, Luisa Oben, Robeson Carrier, Benny Samosan, Cynthia Espinda, Instructor/Chef John Dobson, Ismael Garayua, Alyxsi Alexander and Javier Delosreyes.



**Tanker Familiarization/Assistant Cargo (DL)** — Two classes of Phase II apprentices graduated March 16 from tankerman assistant courses. They are (in no specific order) Gillis Angeron III, Sheldon Brittain, Dante McCutac, Ronaldo Quinones, Charles Naze, Paul San Nicolas, David Weeks, James Knute, Kendra Gardner, Patrick Brill, Destinie LeBlanc, Peter Dudoit III, Hussein Mohsen, Awal SyiaFullah, Travis Moody, Ekedra Turner, Quintonio Walden, Arthur Doherty, Pascal Moise, Jojuan Carey, Jason Devine, Anson John, David McRoy Jr., Junior Tanaka, Clarence Lee Jr., Joseph Jacobs, Christopher McAfee, Quince Harrington, Theodore Butler, Edward Kelly, Jesse Lewis, Fred Green, Bradley Wade, Nick Johnston, Gil Quinones, Walter Nodora, Vivian Norfleet, Joel Marcano, Catherine Jones, William Cotea and SIU upgrader Reynaldo Bangcot.



**Junior Engineer** — With their instructor Jay Henderson (far left) are Seafarers who completed the junior engineer course March 2. They are (in no specific order) Robert Bruning II, Orlando Herrera, Stephen Riccobene, Antoine Rainey, Brandon Granger, Greg McKinnon, Reginald Glover, James Oling, Muniru Adam, Daryl Thomas, Jim Brown, Jerome Culbreth, Nicholas Collins, Cynthia Harris, Scott Spilman, James McDade, Lon Molnar, Yuriy Khitrenko, Roger Dillinger Jr., Anthony Alibah, Reginald Colbert, Terrance Colbert and Antonio Watson.



**STCW** — NCL, March 20: Natalie Acosta, Daniel Armendariz, La'Triva Ashe, Brock Aston, Jennifer Baltes, Matthew Bendus, Edward Bersamin, Juan Bishaw, Carly Black, Rikki Bowers, Karen Bowman, Meg Brigowatz, Janine Bryant, Christopher Budding, Justin Bultz, John Casey, Amanda Chedester, Darnita Clonts, Grant Coates, Jay Cole, Cristin Collier and Andreas Corbett.



**STCW** — NCL, March 20: Brittney Coursey, Sterling Cuffee, Lee Eliason, Nakethia Evans, William Frazelle, Jacquelyn Fulton, Paul Gerischer, Stefanie Glidden, Heriberto Ganiela, Scott Hake, Monica Hanks, Mackenze Harris, Sharon Harris, Allison Haynes, Andrew Houser, L Lamar Jackson, Paul Janusky, Kelly Jendeski, Curtis Johnson, Kenyatta Johnson, Elizabeth Jones and George Kauffman.



**STCW** — NCL, March 20: Robin Kent, Kate Krieg, Anthony Kupkowski, Roxie Lara, Joseph Lewis, Karen Limpert, Sherian Lutton, Ryan MacDonald, David McCollum, Peter Medellin, Chaunci Peeples, Brenda Pettit, Kenneth Porter, Reba Repinski, Desirae Rhoads, John Richardson, Shanna Richardson, Christopher Riess, Danny Rios, Stephanie Robinson and Jeffrey Roloff.



**STCW** — NCL, March 20: Nancy Chapman, Abigail Coleman, Whitney Edghill, Darlene Labrador, Joseph Mauro, Kathy Sandrock, Quae Simpson, Dawn South, Brandon Stone, Tiffany Stone, Brandice Sykes, Matthew Toves, Donald Voss and Krystal Walters. Their instructor, Mike Daras, is at far left.



**National Maritime Day**  
 May 22, 2007  
 In memory of American seafarers  
 who lost their lives  
 in service to their country.

# Smooth Sailing Aboard USNS Loyal

## SIU-Crewed Surveillance Ship Bolsters MSC Special Mission Fleet

The SIU-crewed *USNS Loyal* is an oceanographic surveillance vessel that is part of the U.S. Military Sealift Command's Special Mission Ships Program.

SA John Seibel recently submitted the photos accompanying this story, following a voyage aboard the *Loyal*, which is operated for MSC by SIU-contracted Maersk Line, Limited. He noted that due to the nature of some of the assignments given to surveillance ships, crew members discuss few if any specific details of those missions. However, he did say that during the recent voyage, which included stops in Okinawa and Yokohama, Japan, "we had a very good

and hard-working SIU crew. Everyone did their jobs with the professionalism that's expected of us. It was smooth sailing all the way."

According to MSC, the *Loyal* is one of five oceanographic surveillance vessels in the agency's 23-ship Special Mission Program. Altogether, those ships "provide operating platforms and services for unique U.S. military and federal government missions. Oceanographic and hydrographic surveys, underwater surveillance, missile flight data collection and tracking, acoustic surveys and submarine support are just a few of the specialized services this program supports. Special mission ships work for several different U.S. Navy customers, including the Naval Sea Systems Command and the Oceanographer of the Navy."

MSC further notes that ships in the Special Mission Program average 25 days at sea and five days in port each month.

Survey ships including the *USNS Loyal* "study the world's oceans using multi-beam, wide-angle, precision hydrographic sonar systems to collect bathymetric data" and listen for undersea threats.

The *Loyal* is 235 feet long and has a beam of 93 feet, 6 inches. The ship has a 25-foot draft and a displacement of slightly less than 3,400 long tons. Its speed is listed at 9.6 knots.



The Seafarers-crewed *USNS Loyal*



Bosun Denyse Sineath handles the ship's crane during a loading operation.



Oilers Robert Scott (left) and Noland Earl



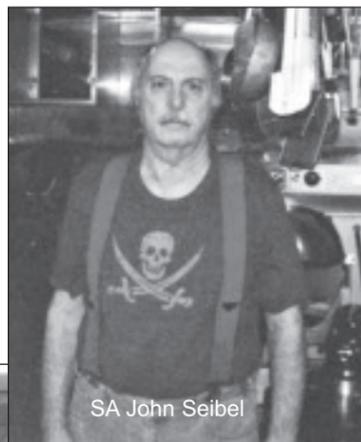
Chief Steward Natalie Nunes whips up a fine breakfast for the hungry crew.



Taking a quick break are (from left) AB Beverly Williams, Bosun Denyse Sineath and OS Dan Stavron.



Oiler Pete Gerber



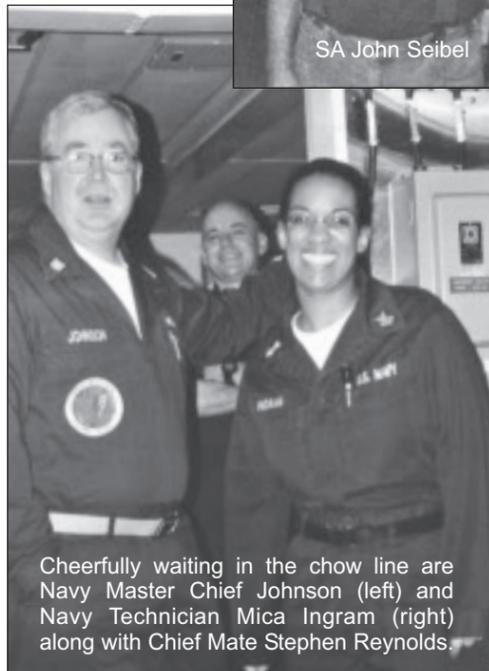
SA John Seibel



Chief Cook Velicia Williams prepares a vegetable dish for the lunch crowd.



Seafarers secure the gangway in the port of Naha, Okinawa.



Cheerfully waiting in the chow line are Navy Master Chief Johnson (left) and Navy Technician Mica Ingram (right) along with Chief Mate Stephen Reynolds.

