



The

www.seafarers.org

Volume 67, Number 7

July 2005

Seafarers Log

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

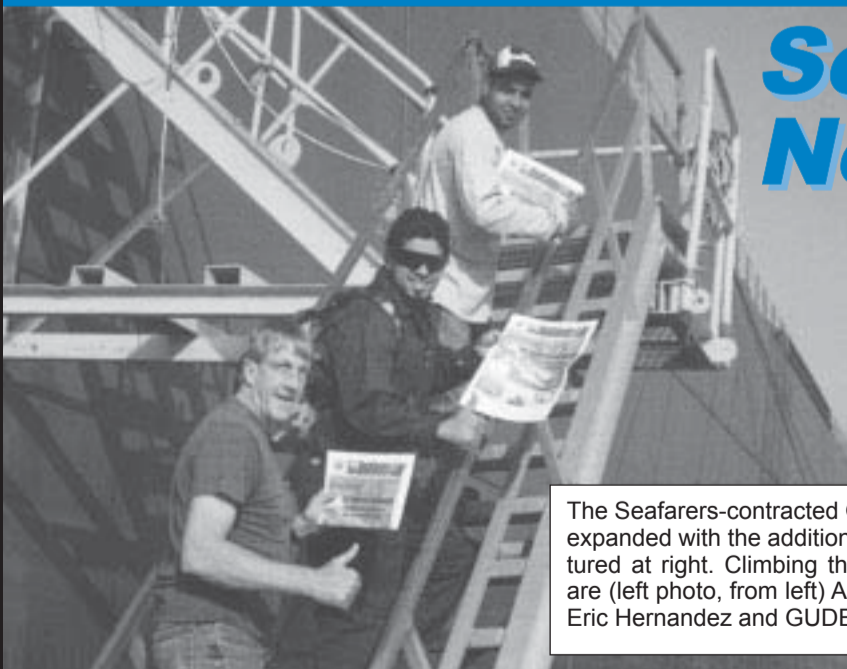
SIU Job Growth Continues With

Pride of America NCL America's Newest Vessel Christened



The union welcomed more new jobs in the cruise-ship sector as the SIU-contracted *Pride of America* was christened June 17 in New York City. At right, crew members are introduced during the ceremony at Pier 88. Left (from left), U.S. Coast Guard Rear Adm. Thomas Gilmour, SIU President Michael Sacco, Star Cruises Chairman Tan Sri Lim Lok Thay and NCL America President and CEO Colin Veitch observe as U.S. Secretary of Labor Elaine Chao (the vessel's god-mother) formally christens the ship. The secretary's father, James Chao, is at far right. Pages 2, 3, 12, 13.

Seafarers Gain New Lakes Ship



The Seafarers-contracted Great Lakes fleet recently expanded with the addition of the *Burns Harbor*, pictured at right. Climbing the gangway to the vessel are (left photo, from left) AB Ronald Lamere, GUDE Eric Hernandez and GUDE James Ceden. Page 3.

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President's Report

Christening Success

Viewed as a stand-alone event, the *Pride of America* christening last month in New York was a great success.



Michael Sacco

Everything about not only the ceremony but really the entire day aboard NCL America's newest Seafarers-contracted cruise ship was first class.

In the bigger picture, the christening went far beyond a simple public relations success. For those of us who make our living in this industry—for those of us who've fought tooth and nail to help revitalize the U.S. Merchant Marine—the official launch of the *Pride of America* symbolizes much more than one new ship. It represents continued hope for the future. It signifies a huge victory for supporters of the U.S.-flag fleet. It reinforces what

I've said all along: Namely, that the opportunities are virtually limitless for the American-flag deep sea cruise ship industry.

Of course, I'm not overlooking the immediate practical gains for our union. Like NCL America's first ship—the *Pride of Aloha*, launched last year—the *Pride of America* means hundreds of new jobs for Seafarers. Also like the first ship, the newer vessel is solid proof that SPAD (our union's voluntary political action fund) helps the SIU have a voice on Capitol Hill, where much of our industry's fate is determined. Ultimately, that's what the SIU is all about: securing and maintaining good jobs for the membership.

Still, last month's christening at Pier 88 seemed especially moving. Seeing a U.S.-flag cruise ship in New York reminded me of my early days as a mariner. Glancing at the New York City skyline, I thought back to the tragedies of September 11, and how the city has recovered and moved forward, even while always remembering the victims and heroes from that day. The same is true of our entire nation.

Along those lines, there's a saying that for every action, there's an equal and opposite reaction. The attacks of September 11 put a temporary end to the deep sea U.S.-flag cruise industry. Some said we'd never bounce back. But we refused to stay down. We did bounce back. We found a terrific partner in NCL America. We lobbied with pro-maritime members of Congress from both parties and the administration and other allies to get the Stars and Stripes flying again in this segment of our industry.

It worked. The *Pride of America*, *Pride of Aloha* and the ship due next year, the *Pride of Hawaii*, are one component of the equal and opposite reaction to the attacks on our country. They are floating testimonials to the American spirit. So are the SIU-crewed *Delta Queen*, *Mississippi Queen* and *American Queen*—world-class riverboats that also found renewed life in the wake of September 11.

I congratulate every Seafarer who has sailed aboard either of NCL America's first two ships. You're part of history—part of what will turn out as one of the greatest chapters in the story of the SIU. And I know you'll keep up the great work.

Congratulations also to NCL America for sticking with your commitment to make these vessels a reality. As I said at the christening, it's true that we sailed over some rough seas at the beginning—but only for a relatively brief time. "Growing pains" were inevitable, as we all learned many years ago when the *SS Independence* and *SS Constitution* came home. Equally certain is the long-range success of every SIU-crewed ship in your fleet.

More on Health Care

I am no less confident in America's capability to solve the health care crisis—but it's becoming more and more clear that something must be done right away to address this mess.

Without bogging down in statistics, did you know that since the year 2000, the average cost of health care premiums for families in the U.S. has gone up by about 60 percent? Think about that for a moment. A 60 percent increase!

Fortunately, even with the recent adjustments announced by the Seafarers Health and Benefits Plan, SIU members have it better than most. For example, roughly 90 percent of the people in this country who have family medical insurance pay some or all of their premiums. In other words, they have to pay just to maintain the coverage—on average about \$2,600 per year. SHBP participants don't have to pay to carry their coverage.

Nationwide, the biggest problem of all—economically and morally—may be the number of uninsured Americans. More than 45 million have no coverage whatsoever, and that figure grows by thousands each and every day. A new report states that on average, an individual with insurance pays about \$900 extra each year in premiums to cover the cost of providing treatment for the uninsured.

Enough is enough. It's time for real solutions, and the SIU will continue making this a top priority, particularly through our affiliation with the AFL-CIO.

Volume 67, Number 7

July 2005

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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Final Agreements Set For 10 New Tankers

Kvaerner Philadelphia Shipyard, Inc. (KPSI) early last month announced that "final definitive agreements" now are in place with SIU-contracted Overseas Shipholding Group, Inc. for the bareboat charter of 10 Veteran MT-46 class Jones Act product tankers which will be built at the shipyard.

The 10 double-hulled vessels will be constructed over the next five years. KPSI will transfer the vessels to leasing subsidiaries of American Shipping Corporation, an affiliate of KPSI, which will, in turn, bareboat charter the vessels to subsidiaries of Overseas Shipholding for initial terms of five or seven years, with extension options for the life of the vessels. The vessels are scheduled to be delivered from 2006 through 2010.

The preliminary agreement on these charters, as well as the announcement for the new vessel construction contracts, was made April 14 during ceremonies at the



Ten new tankers like the one at left are scheduled for delivery from 2006-2010. The ships will be crewed by SIU members.

shipyard.

"I am extremely pleased with the completion of these agreements which assure a strong future for KPSI and the approximately 800 men and women employed at the yard," said Dave Meehan, KPSI president and chief executive officer (CEO). "This project represents a commitment to this shipyard by Kvaerner and OSG and is a clear statement of support for the Jones Act and the entire United States maritime industry."

"The bareboat charters of the 10 new-build Jones Act product tankers by OSG represent a significant milestone in the company's participation in the U.S.-flag business," said Morten Arntzen, president and CEO of OSG. "With these charters, OSG will have the largest and most modern Jones Act product tanker fleet. The addition of these vessels also represents increased employment opportunities for our highly qualified U.S. crews."

3rd Tanker 'Floated Out' Keel Laid for 4th Alaska-Class Vessel

Progress continues on the next two Alaska-class double-hull oil tankers being built in San

Diego for BP Oil Shipping Company, USA.

On April 18, the National Steel



The SIU-crewed *Alaskan Explorer* is pictured earlier this year in Juneau, Alaska.

and Shipbuilding Company (NASSCO) hosted a keel-laying ceremony for Hull 487, the fourth vessel in the class of Seafarers-contracted vessels operated by Alaska Tanker Company for BP.

Eight days earlier, the third ship was "floated out" of the shipyard's graving dock. That vessel is scheduled for delivery later this year, while the fourth is slated for a 2006 delivery.

Seafarers already sail aboard the first two ships in the series—the *Alaskan Explorer* and the *Alaskan Frontier*.

Each vessel is 941 feet long, with a beam of 164 feet and a capacity of 1.3 million barrels of oil. The tankers deliver to West Coast ports including BP refineries in Los Angeles and Cherry Point, Wash.

Scholarship Committee Selects 3 Seafarers, 5 Dependents for Monetary Awards in 2005

When the Seafarers Health and Benefits Plan (SHBP) scholarship program was introduced in 1953, it was considered one of the most progressive and forward-looking measures to be adopted by any trade union. At that time, four full college scholarships in the amount of \$1,500 each were awarded to children of Seafarers or to Seafarers not over 35 years of age who qualified in competitive examinations.

For more than half a century, the SHBP has continued to award scholarships to deserving Seafarers as well as to spouses and dependents of SIU members, changing the eligibility slightly.

This year, the Plan has selected three Seafarers and five dependents as recipients from the more than 40 who applied—for a total monetary value of \$132,000.

Chief Cook **Kristen Swain** is the Seafarer selected for the four-year scholarship. **Brandon Maeda** and **Jeanette Montgomery** both were awarded two-year scholarships. The five dependents of SIU members are Adam Burton, son of **Ross Burton**; Ashleigh Coppola, daughter of **Patrick L. Coppola**; Stefan Nikolic, son of **Desire Z. Nikolic**; Anthony Sabatini, son of **Anthony J. Sabatini** and Ronald Viernes, son of **Leopold A. Viernes**.

The scholarship recipients were selected by a panel of professional educators: Dr. Michael Glaser, St. Mary's College of Maryland; Dr. Gayle A. Olson, University of New Orleans; Dr. Trevor Car-

penter, Charles County (Md.) Community College; Dr. Charles Lyons Jr., American Association of Colleges and Universities; Dr. Keith Schlender, Medical College of Ohio; Professor Louis Fernandez, provost and vice president of academic affairs, California State (San Bernardino) and Dr. Henry Toutain of Gustavus Adolphus College in Minnesota.

See page 7 for brief descriptions of the backgrounds and educational goals of the eight college-bound students.



The selection committee met in Boston in May to choose each of the 2005 scholarship winners. From the left are Dr. Henry Toutain, Dr. Trevor Carpenter, Dr. Gayle A. Olson, Dr. Michael Glaser, Dr. Charles Lyons Jr., Professor Louis Fernandez and Dr. Keith Schlender.

Pride of America Christened

NCL America's 2nd Ship Continues 'Huge Success Story'

The rebirth of the U.S.-flag deep sea cruise ship industry continued June 17 as the SIU crewed *Pride of America* was christened in New York City.

In many ways, the afternoon proved glorious. The stirring ceremony, the magnificent ship, the pleasant weather and the appreciative crowd combined to make the christening memorable.

For the SIU, the *Pride of America* means more new shipboard jobs along with the bolstering of an important sector of the U.S. Merchant Marine. Both SIU President Michael Sacco and U.S. Secretary of Labor Elaine Chao, who served as the vessel's godmother, addressed the latter point in their respective remarks at the christening.

Also addressing the audience (consisting of hundreds of guests and some crew members) were NCL America President and CEO Colin Veitch, Star Cruises Chairman Tan Sri Lim Lok Thay, and U.S. Coast Guard Rear Adm. Thomas Gilmour.

"NCL America is a huge success story," Sacco stated. "Working in partnership with the shipboard employees and their unions, NCL America has led the rebirth of the deep sea U.S.-flag

cruise ship industry. I'm proud that we are crewing the *Pride of America* with the best-trained and safest professionals in the world."

He also offered thanks to Secretary Chao and the administration "for helping make this ceremony possible. Your steadfast support of the U.S. Merchant Marine is vital to America's national and economic security, whether we're talking about the cruise-ship sector or commercial cargo ships or civilian-crewed military support vessels. They're all part of the merchant marine, and they're all good for America."

See pages 12-13 for more photos from the christening ceremony

A longtime backer of the U.S. Merchant Marine, Chao gave the keynote address and christened the ship. She pointed out that the *Pride of America* is the largest U.S.-flag cruise ship ever built (921 feet long, with 15 decks and a passenger capacity of more than 2,100) and "the first newly constructed oceangoing U.S.-flag cruise ship in 50 years. It will provide thousands of jobs for

American workers."

She further noted that both the *Pride of America* and NCL America's first ship, the *Pride of Aloha*, "will be joined next year by the *Pride of Hawaii*. These three ships will employ nearly 4,000 American seafarers."

Tan Sri Lim Lok Thay said that the vessel was built at a cost of \$400 million—mountainous evidence that the company has "committed ourselves to the rebuilding of a vibrant U.S.-flag sector" of the industry. He also credited the crew members for their outstanding work and noted, "We are in this for the long haul."

Gilmour conveyed his congratulations on the christening and complimented the company

Continued on page 10



U.S. Secretary of Labor Elaine Chao (fourth from right) visited with SIU officials as well as apprentices from the Paul Hall Center for Maritime Training and Education following the christening. Pictured from left to right are SIU Vice President Contracts Augie Tellez, Unlicensed Apprentices Matt Green, Patrick Devlin and Isaac Garrido, Secretary Chao, Apprentice Natalie Tremblay, SIU President Michael Sacco and Apprentice Bob Light.

SIU-Crewed Lakes Fleet Grows As Burns Harbor Joins ASC

The union last month welcomed new shipboard jobs when SIU-contracted American Steamship Company added the *Burns Harbor*, a 1,000-foot self-unloading vessel.

"This is an addition to the fleet, rather than replacement tonnage," noted SIU Vice President Contracts Augie Tellez. "We welcome the chance to work aboard this vessel and I'm confident as always that the SIU crew will do a fantastic job."

The ship primarily sails between Duluth, Minn. and Burns Harbor, Ind. It mainly carries steel and steel byproducts.

"We anticipate a very busy season here on the Lakes," noted SIU Vice President Great Lakes Tom Orzechowski. "The vessel is scheduled to run all season long. It's a great addition to the fleet."

The *Burns Harbor* was built in 1979 in Sturgeon Bay, Wis. The ship can carry approximately 80,000 tons of cargo.



The *Pride of America* is the second vessel in NCL America's SIU-contracted fleet.



The *Burns Harbor* (above left) is the SIU's newest ship on the Lakes. Pictured above right are the unlicensed mariners aboard the American Steamship Company vessel.



New Riverboat in Detroit Brings Additional Union Jobs

Hundreds of new jobs for Seafarers were added in April when the union's most recent contracted vessel, the *Detroit Princess*, began operations.

Members of the engine and deck department were hired to work aboard Detroit's newest attraction under an SIU contract. Other crew members, including waitstaff,

cooks, dishwashers and experienced bartenders, belong to an SIU affiliate, the Seafarers Entertainment and Allied Trades Union (SEATU).

The 222-foot-long riverboat was launched in 1993 by Harrah's as a casino boat on the Mississippi River in Illinois. When Harrah's replaced it, it was sent to Texas, where Capt. John Chamberlain, a riverboat entertainment producer, bought it to provide a unique setting for lunch and dinner cruises on the Detroit River. He is very optimistic about the entertainment possibilities of the vessel in Detroit, including weddings, anniversaries, reunions, conferences, large group cruises and more. The boat cruises are generally two or three hours long, journeying from Hart Plaza past the Ambassador Bridge to Belle Isle, and back to the dock. Already scheduled are big band shows, comedy murder mysteries, moonlight cruises and musical revues featuring music from the 1920s, '30s and '40s.

The trip from Texas to Detroit proved the seaworthiness of the *Princess*. Since it was too tall to clear bridges in Chicago, it had to steam through the Gulf of Mexico, around Florida and up the East Coast to the Great Lakes, traveling nearly 7,000 miles

through some pretty rough weather, including four hurricanes. When the oceangoing vessel arrived in Toledo last fall to undergo dry dock inspection and repairs, there were a few broken windows and a very tired crew. Every inch of the five-deck converted casino boat was washed and painted and thoroughly cleaned both inside and out. It then traveled to Detroit where it first tied up at the Nicholson Terminal in Ecorse and later docked at Hart Plaza.

Chamberlain noted that the vessel, which is designed to look like a 19th century river sternwheeler (although the paddlewheel was removed by Harrah's) is better equipped than many freighters. There are enough dining rooms on the four entertainment decks to feed 1,600 people. And, unlike other riverboats on the Detroit River, the *Princess* has its own kitchen and cooking staff and does not rely on shoreside caterers. It is wheelchair accessible and has elevators, air conditioning and heating for year round comfort.

The *Detroit Princess* is owned by CJC Catering L.L.C., and its investors are Chamberlain and many of his friends.



Formerly a casino riverboat owned by Harrah's, the SIU-crewed *Detroit Princess* now provides lunch and dinner cruises on the Detroit River.

USNS Lewis and Clark Christened in San Diego

The *USNS Lewis and Clark*, the first ship in the U.S. Navy's new T-AKE Class, was christened May 21 at the National Steel and Shipbuilding Company (NASSCO) in San Diego.

The vessel will be crewed by members of the SIU's Government Services Division.

Chairman of the House Appropriations Committee, Congressman Jerry Lewis (R-Calif.), delivered the ceremony's principal address. Congressman Randy "Duke" Cunningham (R-Calif.) introduced Congressman Lewis. Other featured speakers included Adm. Vernon Clark, the Navy's chief of naval operations; Rear Adm. Charles Hamilton II, program executive officer for ships; and Richard Vortmann, president of NASSCO.

The T-AKE is a dry cargo/ammunition ship that will be operated by the U.S. Navy's Military Sealift Command, providing logistic lift from sources of supply either in port or at sea. The ships will transfer cargo—ammunition, food, fuel, repair parts, and expendable supplies and material—to station ships and other naval forces at sea.

The T-AKE vessels are expected to substantially upgrade the Navy's ability to maintain its forward-deployed forces, replacing aging T-AE ammunition ships and T-AFS combat stores ships that are near-

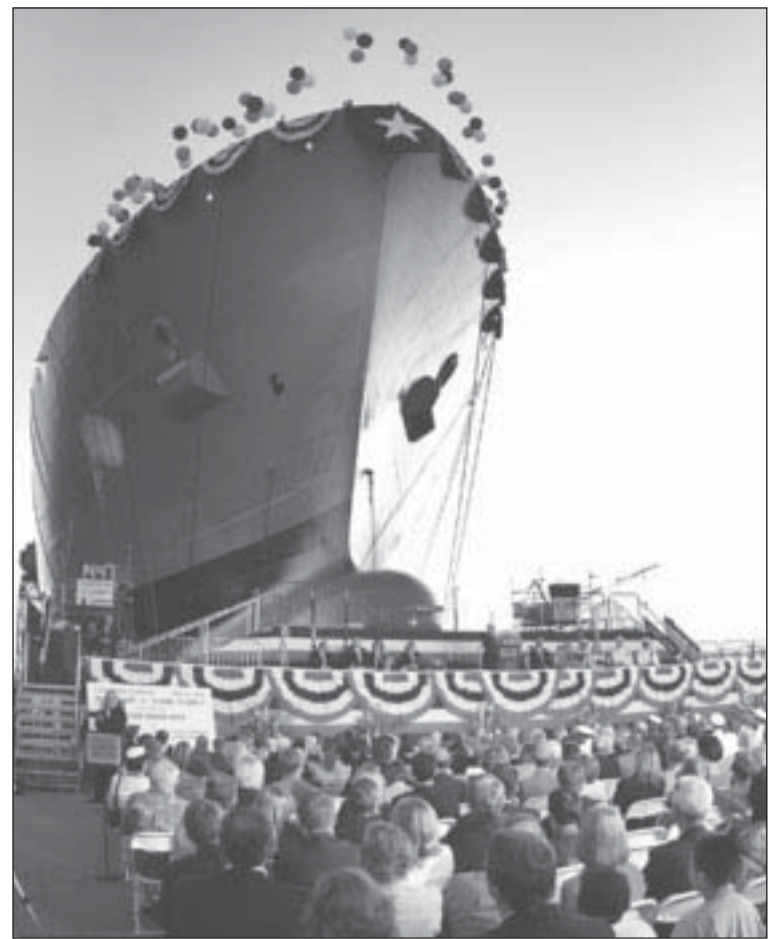
ing the end of their service lives.

The T-AKEs are 689 feet in length and 105.6 feet in beam, with a design draft of 29.9 feet. The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of cargo fuel. They can travel at 20 knots and have expected lives of 40 years.

Construction on the *Lewis and Clark* began in September 2003 and delivery is scheduled for early next year. The second T-AKE, to be named the *USNS Sacagawea*, is now in full production for delivery in 2006. Overall, the new class of ships includes eight vessels with options for four additional ships.

The T-AKEs are 689 feet in length and 105.6 feet in beam, with a design draft of 29.9 feet. The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of cargo fuel. They can travel at 20 knots and have expected lives of 40 years.

The name *Lewis and Clark* was selected to honor the two legendary explorers who led a visionary project from 1804 to 1806 to explore the American West. Two descendants from the families of Capt. Meriwether Lewis and then-Lieutenant William Clark—Jane Lewis Sale Henley and Lisa Clark—served as sponsors of the ship.



The *USNS Lewis and Clark* is the first in a new class of vessels to be crewed by members of the SIU's Government Services Division.

USNS Mercy Returns from Relief Mission

The Seafarers-crewed *USNS Mercy* on June 8 returned to its home port at the U.S. Naval Base San Diego following a five-month tsunami relief and humanitarian assistance mission in Southeast Asia and the Pacific Islands.

During its deployment, the U.S. Military Sealift Command (MSC) hospital ship's on board Medical Treatment Facility staff treated more than 100,000 patients and performed 466 surgeries. In addition, the *Mercy's* medical teams distributed 4,041 eyeglasses, performed 6,000 dental procedures and provided

preventative and public health training that will benefit residents of the region for years to come.

Civil service mariners aboard vessel, many of whom are members of the SIU Government Services Division, also contributed to humanitarian relief efforts, repairing infrastructure and medical equipment in hospitals, clinics and other public buildings.

"A major focus of our effort throughout the region was to work together with host-nation medical providers in the spirit of cooperation, promoting the ex-

change of ideas among people from all countries to further their capabilities for the future," said Capt. Mark Llewellyn, MC, commanding officer of *Mercy's* Medical Treatment Facility.

As was reported earlier in the *Seafarers LOG*, the hospital ship on Jan. 5 steamed out of San Diego in support of Operation Unified Assistance, the United States' response to the Dec. 26 tsunami that struck Southeast Asia. The ship first sailed to the region's most devastated area, Banda Aceh, Indonesia. From Feb. 6 to March 16, the ship's combined U.S. Navy and non-governmental organization Project HOPE medical staff treated more than 9,500 patients ashore and afloat, and performed 19,512 medical procedures, including 285 surgical and operating room cases.

After completing operations off the coast of Banda Aceh, the *Mercy* began its voyage home, stopping at several ports along the way to provide humanitarian assistance and demonstrations of the U.S. government's commitment to the region. In Alor, Indonesia, and Dili, East Timor, the *Mercy's* medical teams treated more than 8,000 patients in six days.

When an 8.7 magnitude earthquake struck Nias Island, Indonesia, March 28, the *Mercy* sailed to assist. From April 5-29, the vessel's medical teams treated earthquake victims and other residents of the island, performing more than 19,000 medical procedures.

Following the ship's operations in Nias, the *Mercy* conducted a final humanitarian mission in Madang, Papua New Guinea, before heading home.

When the *Mercy* sailed into San Diego, the ship and its crew had traveled 36,000 nautical miles during their mission.



The Seafarers-crewed *USNS Mercy* earlier this year helped provide relief for tens of thousands of people overseas.

SIU VP Corgoy Appointed To Houston Ethics Committee

SIU Vice President Gulf Coast Dean Corgoy recently was appointed by the Houston City Council to serve on the council's ethics committee. His term runs through 2006.

Corgoy was recommended for the position by the Harris County AFL-CIO. The council approved him unanimously.

The ethics committee reviews inquiries about employees and elected officials, and makes recommendations to other government entities when appropriate.

Corgoy also currently serves as a member of the U.S. Department of Homeland Security's Area Maritime Security Committee for the Port of Houston/Galveston. Additionally, he is a vice president of the Texas AFL-CIO; secretary-treasurer of the West Gulf Ports Council of the AFL-CIO Maritime Trades Department; and serves on the executive board of the Harris County AFL-CIO.



SIU VP Gulf Coast Dean Corgoy

SMU Members Vote for SIU

Members of the Seafarers Maritime Union (SMU) recently voted for representation by the Seafarers International Union, Atlantic, Gulf, Lake and Inland Waters District/NMU.

Generally, because of the SMU's relatively small size and the fact that many of its members already had dual membership in the SIU's AGLIWD/NMU, the effects of the vote are expected to be positive and relatively seamless. All contracts and benefits essentially remain unchanged. When the former SMU contracts that just became SIU agreements expire, the new ones will be negotiated by the SIU.

Voting took place aboard SMU-contracted vessels, where members said they look forward to the increased stability they expect to enjoy with the SIU.



SIU Patrolman Michael Russo (second from left) is pictured with crew members aboard the *Advantage* shortly after the mariners voted for SIU representation.



Mariners aboard the *Independence* in Corpus Christi, Texas chose SIU representation.

Notice: Ft. Lauderdale Becomes Full Registration and Shipping Port

As reported last month at all SIU membership meetings, the Seafarers Appeals Board, acting pursuant to its authority provided for in the SIU Shipping Rules will initiate action that effective August 1, 2005 will convert the Port of Dania/Ft. Lauderdale into a full registration and shipping port. The port will be responsible for all vessels in the area from Ft. Lauderdale south to Miami, including Tampa.

Any member currently registered in Jacksonville via the previous arrangement through the port may opt to remain registered in Jacksonville. However, such registration only will be valid for Jacksonville. Upon registering in Ft. Lauderdale, any Jacksonville registration will be voided.

IMO Continues Efforts to Bolster Security

The International Maritime Organization's (IMO) Maritime Safety Committee (MSC) from May 11-20 held its 80th Meeting at IMO headquarters in London.

Following opening remarks and a welcome to attending delegates by IMO Secretary General Efthimios E. Mitropoulos, the meeting's packed agenda got under way, according to Bill Eglinton, director of training at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. "Three working groups were designated in conjunction with the meeting's very busy plenary session," said Eglinton, who attended the meeting.

Delegates assembled in designated locations to voice concerns, address pertinent issues and present their respective recommendations.

In addition to holding membership on the U.S. National Maritime Security Advisory Committee, Eglinton also serves as a member of the U.S. delegation to the IMO's Maritime Safety Committee. The three working groups referenced by Eglinton and their respective areas of focus were:

- Maritime Security**—The major issue discussed was the U.S. proposal on establishing a Long Range Identification and Tracking (LRIT) system for ships. This group met for four days and engaged in much heated debate—for and against—the development of a LRIT. Basically, such a system would enable ships to transmit LRIT information to tracking stations worldwide. The system would apply to passenger ships, cargo and tank vessels over 500grt on international voyages and to mobile off-shore drilling units. The most contentious issue, according to Eglinton, was the U.S. proposal that the system would have a range off-shore of at least 2,000 miles. The working group's recommendations were to be forwarded to the IMO's Subcommittee on Radiocommunications and Search and Rescue (COM-SAR) for developing a mechanism for collecting LRIT info from ships for

security and search and rescue operations. In addition to addressing the LRIT issue, the working group approved the training and certification requirements for Company Security Officers as an MSC circular. The Subcommittee on Standards of Training and Watchkeeping was instructed to use this developed training as a template for training guidance for Port Facility Security Officers.

- Passenger Vessel Safety**—The working group agreed to a definition for "casualty threshold" and revised the term "time to remain habitable" to become "time for orderly evacuation and abandonment." A three-hour timeframe would ensure that, in cases where casualty threshold for return to port is exceeded, there will be sufficient time for the safe and orderly abandonment of the ship. The MSC endorsed the working group's recommendation that an additional casualty scenario, for design purposes, should be developed by the Fire Protection and Stability and Load Lines Subcommittees. The scenario would support the concept that the ship will remain viable for at least three hours to allow for a safe and orderly evacuation and abandonment.

- Goal-Based New Ship Construction Standards (GBS)**—Several items from MSC Session 79 were continued during this working group's meeting. The five-tier system on which the development of GBS is being based consists of five levels: goals (tier I), functional requirements (tier II), verification of compliance criteria (tier III), technical procedures and guidelines, classification rules and industry standards (tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (tier V). The MSC agreed in theory with the basic principles of goal-based standards and with the tier I goals developed by the working group. Basically, the agreement states that

IMO goal-based standards are: broad, over-arching safety, environmental and/or security standards that ships are required to meet during their lifecycle; the required level to be achieved by the requirements applied by class societies and other recognized organizations, administrations and IMO; clear, demonstrable, verifiable, longstanding, implementable and achievable, irrespective of ship design and technology; and specific enough in order not to be open to differing interpretations.

In other developments during the MSC session, the body approved draft amendments to the STCW Code, Part B, on engine room resource management and crew training in launching/recovery operations of fast rescue boats. The group also endorsed STCW to develop the competencies for both deck and engine ratings. In consideration of the increased rate of lifeboat accidents involving on-load release mechanisms, the MSC requested that the Ship Design and Equipment Subcommittee develop additional safety recommendations.

In a final MSC action, the new harmonized Safety of Life at Sea (SOLAS) Chapter 11-1, Parts A, B and B-1 were adopted. These new damage stability regulations will enter into force Jan. 1, 2009.

The MSC is the IMO's senior technical body on safety-related matters. A number of subcommittees assist the main committee in its work.

In a related development, the U.S. last month denied claims by an unidentified IMO official that it wanted to expand its vicinity of authority to 2,000 nautical miles under the LRIT system for ships.

The U.S. does not wish to "extend its area of influence" to 2,000 nautical miles from shore said a senior U.S. Coast Guard officer, claiming that statements published in a recent edition of the *Fairplay Daily News* by an unnamed IMO official were "flatly wrong."

Cmdr. Cindy Stowe, a member of the U.S. delegation to the IMO Maritime Safety Committee, said that the United States and a host of other maritime nations want only to use existing ship communica-

tions technology to identify vessels that transit near or into their territorial waters. Under a proposed IMO rule, all coastal nations, not just the U.S., would identify ships moving within a 2,000 nautical-mile range of their shores. Such a system for years has been discussed and would be under the authority of the IMO, which

would charge member nations for access to vessel information.

Under pending proposals, individual ships not bound for interested member nations could withhold identifying data. Information from such a system would also be available to owners and operators as well as flag states, the commander said.

Ports to Add Radiation Monitors

The nation's busiest seaports will have complete Radiation Portal Monitor (RPM) coverage by the year's end, according to reports.

Department of Homeland Security (DHS) Secretary Michael Chertoff last month announced that Los Angeles/Long Beach, Calif. will have the high tech system in place and operational by December. Three terminal locations, at Piers 400, 300 and Trans Pacific, within the Port of Los Angeles are scheduled to go on-line by the end of June. A total of 90 RPMs, which will screen all international container traffic and vehicles exiting the facility for nuclear materials or hidden sources of radiation, will be operational by December.

RPMs are detection devices that provide U.S. Customs & Border Protection (CBP) officers with a non-intrusive means to screen containers, vessels or vehicles for the presence of nuclear and radiological materials. These systems do not emit radiation but are capable of detecting various types of radiation emanating from nuclear devices, dirty bombs, special nuclear materials, natural sources, and isotopes commonly used in medicine and industry.

"By applying advanced technology, we will soon be able to screen every vehicle and container entering the nation's busiest seaports for nuclear and radiological materials, without disrupting the free flow of trade," said Secretary Chertoff. "Complete and efficient coverage at the LA/Long Beach seaports is a major step forward for national security and a model for other ports."

The DHS is implementing a multi-layered strategy for screening cargo shipped to the U.S. One such layer is the installation of RPMs at seaports, land border ports of entry and crossings nationwide, to include rail crossings, international airports, and international mail and express consignment courier facilities. According to the department, the ultimate aim is to screen 100 percent of all incoming goods, people, and conveyances for radiation.

Los Angeles/Long Beach receives approximately 44 percent of all sea cargo destined for the United States. More than 4.3 million foreign cargo containers arrived at the port last year—an average of one container every seven seconds.

In a related development, U.S. Customs and Border Protection (CBP) Commissioner Robert Bonner and Maryland Governor Robert Ehrlich Jr. on June 2 unveiled a highly sophisticated cargo inspection system at the Baltimore seaport.

The system, called the Eagle, is designed for inspecting cargo containers and trucks at seaports and other areas of entry. The CBP will use the Eagle primarily in its

efforts to thwart terrorists from smuggling weapons of mass destruction into the United States. The machine also will scan for illegal narcotics and other contraband.

"The Eagle is yet another tool in CBP's technological arsenal designed to help prevent terrorists and terrorist weapons from entering the United States," said Bonner. "It is important to remember that Customs and Border Protection employs a wide range of technology and a layered strategy to defend the homeland. There is no arguing the strategic importance of the Port of Baltimore, and, in the weeks ahead, I look forward to working closely with Governor Ehrlich to provide the maximum security for the Washington-Baltimore area."

The Eagle, a self-propelled imaging system, can rapidly inspect trucks and cargo containers, even when loaded with dense cargo.

Elsewhere, Senators Barbara A. Mikulski and Paul Sarbanes (both D-MD) recently announced that the nation's 2006 Homeland Security Appropriations bill includes key funding for Maryland's security.

The legislation addresses several high priority items, including grants for firefighters, first responders and port security, and a major project for the Coast Guard Yard at Curtis Bay.

"As a nation fighting a war on terrorism, we need to be safer, stronger and smarter so that we are able to better detect, prevent and respond to acts of terrorism," said Senator Mikulski. "This legislation gets us one step closer to meeting those goals by standing up for our first responders and making sure that if terror strikes, measures are in place to protect and save lives. I will keep fighting to make sure that resources are in the federal checkbook for our homeland security."

"In Maryland and across the nation, state, local and regional authorities continue to struggle to make their communities safer from potential terrorist activities," said Senator Sarbanes. "In many cases, these communities have taken exhaustive measures to identify their areas of greatest vulnerability, and have made significant advances in enhancing their own preparedness and response capabilities—at considerable cost. The federal government must step up and help our states and localities in protecting our domestic homeland and this funding measure helps local communities to meet those needs."

The bill includes \$200 million for the Port Security Grant program, a \$50 million increase over last year. These funds are granted to localities to finance security enhancements at critical national seaports.

The bill will now move to the Senate floor for a vote, which has not yet been scheduled.

Manulani Christened at Kvaerner

The SIU-contracted *Manulani* was christened May 21 at Kvaerner Philadelphia Shipyard by Guam's First Lady Joann Camacho. The new vessel is the third diesel-powered containership built for Seafarers-contracted Matson Navigation Co. at the Philadelphia shipyard. One additional containership currently is under construction,

with delivery scheduled for spring 2006.

Gov. Felix Camacho, who delivered the keynote address, said, "The *Manulani* signifies the expansion of a great company and its commitment not only to the island of Guam, but also throughout the Asia-Pacific Region."



Pictured at the christening ceremony are (from left) retired Lt. Gen. Ken Wykle, Matson's Mike Garvin, Brig. Gen. Mark Scheid, SIU President Michael Sacco, MSC's Rick Haynes and SIU VP Contracts Augie Tellez.

Chef Romeo Dies at 82

Whether Cooking or Teaching, Lupinacci Gave His All

Romeo V. Lupinacci, the former executive chef and chef-instructor at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md., died suddenly June 5. He was 82.

A Pennsylvania native, Lupinacci in 1946 launched his culinary career as an apprentice cook in his hometown of Sewickley. He later held positions as chef, baker, saucier, broiler cook, sous chef and executive chef.

In 1980, Lupinacci joined the SIU family and for the next 20-plus years dedicated himself to the

teaching and professional development of steward department students and upgraders at the Paul Hall Center. During his tenure, as the school's premier chef, Lupinacci freely shared his knowledge and vast experience in the culinary arts with those under his instruction.

"He was a special person who prided himself in his cooking, his upbringing and how he advanced to the top of his profession," said SIU President Michael Sacco upon learning of Lupinacci's abrupt demise. "He was a good family man and one who was ded-

icated to his work.

"Romeo's greatest asset was that he was a highly gifted teacher. He communicated well with the students and made them feel special," Sacco said. "I will miss not only the wonderful meals he used to prepare, but his loyal friendship as well."

"Romeo was a real blessing for the school right from the time he signed aboard," said Paul Hall Center Vice President Don Nolan. "His vast knowledge and experience in life and in the culinary arts benefited everyone tremendously, especially the thousands of students he taught over the years. Romeo truly will be missed. Our prayers and thoughts are with his family."

Lupinacci sailed in the merchant marine (engine department) during World War II, although he almost didn't survive his inaugural voyage. In May 1943, his first ship was torpedoed off the North Carolina coast. Lupinacci later received an award for rescuing several shipmates from the wreckage; they spent nearly four days in a life raft before a destroyer's escort picked them up. He sailed primarily aboard troop ships and made the invasions at France and Sicily.

After developing a distinguished post-war culinary career, Lupinacci arrived at Piney Point specifically to help prepare for the initial crewing of the passenger ship *SS Independence*. He quickly discovered that the school was a good fit so he decided to remain there.

A certified executive chef, Lupinacci held membership in many associations, among them the Academy of Chefs, the Golden Toque and the *Chaine Des Rotisseurs*. He was one of the first 13 chefs in the world to be certified as an executive chef with distinction by the American Culinary Federation. He also won numerous other awards throughout his



Romeo Lupinacci (left) and SIU President Sacco in July 2000 stood in front of the sign designating the Paul Hall Center's primary galley instruction facility as the Romeo Lupinacci Culinary Lab.

career. In 1982, he founded the Professional Culinary Seafarers Association, the first and only chapter of the American Culinary Federation in the U.S. Merchant Marine, and in 1993 wrote a cookbook, "From Chef Romeo's Recipe Collection."

"The school has improved a lot over the years," Lupinacci told those gathered in July 2000 during the ceremony in which the Paul Hall Center galley training building formally was named in his honor. "It's a more dignified educational institute. When the re-certified stewards come back here, everyone can see they're great, great chefs. It does my heart good."

"I love it down here," he continued. "The challenge was to teach young people who are very grateful for their education. It's fun doing that."

During that same ceremony, Sacco lauded Lupinacci for the fashion in which he put his heart into the school. "When someone loves their work, it's easy to spot," Sacco said. "It comes across in everything they do. That's exactly the case with Romeo. From the very beginning, his love for the school and union has been evi-



Romeo Lupinacci, the late corporate executive chef at the Paul Hall Center, prepares broccoli for one of his many special dishes.

dent. It shows in his passion for detail, his commitment to training and his pride in the students and the campus."

A mass of Christian burial was held June 19 for Lupinacci at St. Ferdinand's Roman Catholic Church, Cranberry Township, Pa.

Memorial Fund Established In Memory of Sal Aquia

A tribute has been planned in memory of the late Salvatore Aquia, son of retired SIU employee Sal Aquia.

An extremely proficient and highly regarded amateur wrestler, Aquia was killed during the early morning hours of March 25 after being struck by both a tractor trailer and a pick-up truck on Interstate 795 near Baltimore. Family, friends, the entire Maryland Wrestling Community and the SIU still are mourning the tragic death of the gifted and loving athlete who was taken away at the age of 25.

Aquia was a native of Baltimore and lived in Rosedale. He was a starter on the University of Maryland wrestling team during his freshman, sophomore and senior years and ended his collegiate career with a record of 51-32, according to published reports. He graduated from Maryland in 2002 and also had been a stand-out performer in his high school. In 1997, he led Baltimore's Archbishop Curley High to a win in the state wrestling championship. Aquia later won a national prep tournament while attending Blair Preparatory Academy in Blairstown, N.J.

The senior Aquia, who sailed on the high seas as an engineer with MEBA, worked for the union in a number of capacities since coming ashore some 15 years ago. Most recently, he worked at the SIU hall in Baltimore and in the manpower office at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

To honor the memory of his late son, a collection of friends and well wishers from Maryland's wrestling community created the Salvatore Aquia Memorial Wrestling Scholarship Fund. Proceeds from this endowment will be used to help finance the education of deserving junior league wrestlers who want to attend private high schools but

whose parents are too financially challenged to make such desires reality. Character, desire and commitment each will figure prominently in the selection of individuals who receive financial backing from the memorial fund.

"At first, I really did not want to be a part of the scholarship fund," shared the senior Aquia, who understandably is still traumatized by the untimely loss of the younger of his two sons. "Losing my son has been extremely difficult for me and my family, especially my wife," he continued. "But after thinking about it, reflecting on the type of caring person Sal was and about the sport he loved so much, I thought why not—it's the right thing to do. Right now I'm loving it because we're doing something in his memory to help others achieve their dreams. I think it's wonderful."

To help raise proceeds for the fund, the inaugural Salvatore Aquia Memorial Golf Tournament has been planned for Sept. 26 at the Rocky Point Golf Course in Essex, Md. Fees for the tournament will be \$120 per person and \$480 per foursome. An 8 a.m. shotgun start will signal the event's commencement. In addition to some great golf, the tournament will feature various contests, prizes, raffles and giveaways.

At the conclusion of play, an awards banquet will be held at Cosmopolitan Bar & Grill at 2933 O'Donnell St. in Baltimore. All correspondence, as well as donations for this event, should be mailed to the same address listed below. Those with questions may call (410) 563-5000.

Donations for the Salvatore Aquia Memorial Wrestling Scholarship Fund, which may be sent under individual donors' names, should be sent to Archbishop Curley High School, 3701 Sinclair Lane, Baltimore, MD 21213 c/o Salvatore Aquia.



Sal Aquia, son of the retired SIU representative of the same name, was an accomplished wrestler.

U.S. Health Insurance Woes Continue

Health care costs across the country continue to surge as family premiums in employer-sponsored plans are reaching epidemic proportions.

While part of the problem might manifest itself in other forms, the additional costs of providing health care for the more than 45 million Americans without health insurance are contributors. These added expenses largely are being paid by workers with insurance.

According to a report recently released by Families USA, premiums for employer-provided family health insurance are expected to cost an extra \$922 (on average) this year. This equates to about \$1 in every \$12 spent for employer-provided health insurance going to cover the costs of providing health care to the uninsured. The study also estimates that these added premium costs will rise to \$1,502 in 2010.

"The large and increasing number of uninsured Americans is no longer simply an altruistic concern on behalf of those without health coverage but a matter of self-interest for everyone," said Ron Pollack, Families USA executive director. "The stakes are high, both for businesses and for workers who do have health insurance because they bear the brunt of costs for the uninsured."

Most of the uninsured are workers and their family members who do not participate in employer-provided insurance plans, forcing employees to seek public health care assistance. Each Wal-Mart store, for example, costs taxpayers an average of \$108,000 per year for its workers' children who are enrolled in state health insurance programs.

The study states that health insurance premiums

for family coverage in six states (New Mexico, West Virginia, Oklahoma, Montana, Texas and Arkansas) will cost at least \$1,500 more this year because of the cost of health care for the uninsured. Nationally, the cost will be more than \$43 billion this year and reach \$60 billion in 2010, the report said.

The cumulative effect of rising health care costs is taking a toll on workers. According to a 2004 survey of 3,017 companies by the Kaiser Family Foundation and the Health Research and Educational Trust, at least 5 million fewer jobs provided health insurance in 2004 than there were in 2001.

In 2004, 63 percent of firms offered health benefits to workers, down from 68 percent in 2001, according to the report.

The average premium for a family of four grew to \$9,950 annually. The family premium for a preferred provider organization (PPO), the most common type of insurance, hit \$10,217—the first time it broke the \$10,000 barrier. PPOs are plans that provide members with a network of discounted providers that charge a co-payment but also allows for the opportunity of using other doctors and hospitals. The average premium for single coverage rose 9.2 percent to \$3,383 annually.

"Health insurance is becoming unaffordable. We should expect the ranks of uninsured to grow," said Drew Altman, president of the Kaiser Family Foundation.

Altman noted that the hike in health premiums outpaced both the 2.2 percent growth in wages and 2.3 percent growth in inflation by five times.

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8 Scholarships Awarded to Seafarers, Dependents

With three semesters of college already behind her, Chief Cook **Kristen Swain** is the recipient of the \$20,000 scholarship award for SIU members. She hopes to use the funds to attend Butte College or Chico State College, both in California, in the registered nursing program.



Kristen Swain

Swain, 32, grew up in Waterford, Mich., a town surrounded by several small lakes. She spent the summers of her childhood on the water, swimming and boating—and always had a desire to travel. But she never imagined that her journeys would take her across the oceans of the world. After graduating from Mott High School in Waterford, she traveled around Europe for five months. While she was there, she notes in her application form, she met someone who suggested that she attend the training program in Piney Point, Md. “I graduated from the program in 1993 in class 509 and knew I was home when I stepped aboard my first ship.”

Swain has since returned to the school a number of times to upgrade her ratings, and has completed the assistant cook, cook and baker, and the certified chief cook programs.

The recent birth of her son, Cohen, made her realize her priorities had to change for a little while. She has been working toward a general education at Butte Community College for the past few years, maintaining a 4.0 grade average, and has decided to begin the prerequisites for a bachelor's degree in registered nursing. She believes a background in the medical field will not only be a stable profession on land, but also will be beneficial while at sea.

Swain notes that “shipping has opened my mind up to so many diverse experiences—some good, some difficult—but in the end, I've learned so much from them. I couldn't have asked for a better career.”

Brandon Maeda is one of two Seafarers to receive a two-year scholarship this year in the amount of \$6,000. He, too, plans to study for a career in nursing and has applied to the College of Southern Maryland.



Brandon Maeda

Three SIU members and five dependents of Seafarers were selected by a panel of professional educators to receive scholarships provided by the Seafarers Health and Benefits Plan.

For more than half a century, the Plan has continued to award yearly scholarships to deserving Seafarers as well as to spouses and dependents of SIU members. This year, a total of \$132,000 was

offered. One Seafarer and five dependents each were awarded a \$20,000 scholarship for study at a four-year college or university, and two stipends for \$6,000 each were given to two Seafarers for study at a two-year college or vocational school.

On this page are brief descriptions of the backgrounds and educational goals of the eight college-bound students.

Born in Hawaii, Maeda, now 48, graduated from high school in Fayetteville, N.C. in 1974 and then worked in the hotel/restaurant business until 1982. He currently sails from the port of Jacksonville, Fla.

In his application, Maeda states that he went to sea for the first time in 1982 on one of the passenger ships in Hawaii. It was there that a friend encouraged him to upgrade at the union-affiliated school in Piney Point. He finally made it to the Paul Hall Center in 1991 and he says it became a turning point in his life—“one of the best experiences I have ever had.” He has since returned to the school many times for both upgrading and college-level courses and graduated from the steward recertification program there, the top curriculum available to mariners in his department.

Maeda would now like to take on the challenge of becoming a registered nurse and hopes to continue sailing aboard an SIU-crewed vessel.

“Becoming a nurse would afford me the opportunity to give something back to the community and to the Seafarers,” Maeda stated.

The third of the 2005 scholarships set aside for SIU members goes to **Jeanette Montgomery** who, like the other two recipients, also is planning a career in nursing.



Jeanette Montgomery

Montgomery joined the union in 1988 in the port of Honolulu while working aboard the *SS Independence*. She upgraded her skills a number of times over the years and received many endorsements, including recertified chief steward in 2000.

In 2002, Montgomery was awarded a two-year, \$6,000 scholarship from the Seafarers Health and Benefits Plan. She used the award to start her schooling and is now finishing up her first year of nursing school. Since receiving that initial scholarship, she has become a Washington state emergency medical technician and received an associate in arts and sciences degree. But she still has more than four years of schooling to complete before receiving a master's degree, which is her goal.

In her application, Montgomery says that her life revolves around sailing and schooling, and “the ability to return to shipping makes completing school a very real possibility.”

Dependents

Having just graduated this spring from Little Cypress-Mauriceville High School in Orange, Texas with a 4.93 GPA, Adam Burton is now ready to tackle the demands of college. His four-year, \$20,000 scholarship will certainly help him in his quest for a degree in business and communications at one of the Texas universities to which he has applied.



Adam Burton

He is the son of Lera and **Ross Burton**, who joined the SIU in 1996 in the inland division and sails as a captain aboard Higman Towing Co. tugs. The 18-year-old Burton remembers always having had a thirst for knowledge and credits his parents with instilling in him a love for reading at an early age, which has only grown stronger with time.

While in high school, Burton participated in a rigorous academic program and still found time for a number of extracurricular activities. The honor student was a member of the high school choir and band program (and is a talented guitar player), participated on the debate team and took part in his local church youth ministry.

In his application, Burton states that he felt up to the challenge of university life and, in the future, hopes to open his own business while using his communications major to find a unique outlet for his writing. “Whether it is a magazine, newspaper or my own personal novel, I intend to do some sort of writing as a part of my life-long career.”

Ashleigh Coppola, 18, just graduated from the Science and Technology Program at Eleanor Roosevelt High School in Greenbelt, Md., a highly competitive program which represents the top 5 percent of students from Prince George's County (Md.) public schools. She hopes to earn a degree in business or business management from the University of Maryland, Towson (Md.) University or Pennsylvania State University.

In addition to her rigorous and challenging academic program, Coppola also was involved in a number of extracurricular activities, including the National Honor Society and Italian Honor Society as well as cheerleading and the swim team.



Ashleigh Coppola

Starting in her freshman year of high school, Coppola began working at a retail clothing business. Learning to balance the responsibilities of a job along with school, she believes, helped her learn such skills as time management. By her senior year, she had advanced in her position, pay and responsibilities. It was this job—and her manager there—that influenced her decision to pursue a career in the field of business management.

She is the daughter of Terri and **Patrick Coppola**, a deep sea member currently sailing on the *Overseas Philadelphia*. He joined the union in 1983.

Computers have been a strong influence in the life of Stefan Nikolic, 17. Born in New York, where he lived until he was nine, his family then moved to Durham, N.C., where he graduated last month from Durham Academy.



Stefan Nikolic

Nikolic notes that he enjoyed mathematics and problem-solving at an early age, and that soon developed into strong interests in the sciences, calculus, logic and computer programming.

“At this point,” he wrote on his application form, “I have built them, programmed them and had my own business for two years, running a server rental e-business.” In addition to these academic and entrepreneurial interests, he played competitive soccer and was a member of his school's swim team. Nikolic also plays the trumpet and piano, writes poetry and studies philosophy.

He plans to use his \$20,000 scholarship to study electrical engineering at Worcester Polytechnic Institute in Massachusetts, with a minor in philosophy—after returning from a planned six-week train trip across Europe this summer.

He is the son of Harriet and **Desire Zeljko Nikolic**, chief engineer aboard Great Lakes Dredge and Dock's *Victoria Island*, who joined the union in 1995.

Born in San Diego, Calif., Anthony Sabatini recently graduated from high school in that city with a 4.167 GPA. With his scholarship winnings, he hopes to major in business or computer science at one of several California universities (San Diego State, University of California Irvine or San Francisco State).



Anthony Sabatini

Throughout his high school years, Sabatini, 17, has been involved in music, academics and church. He participated in a marching band, wind ensemble and jazz band. Academically, he has taken honors and AP courses and was a peer tutor in humanities. He also has been very active in his church's youth group.

Although he does not plan to major in music, Sabatini does intend to stay involved in it as a way to express himself.

Sabatini is the son of Debra and **Anthony Sabatini**, a deep sea member since 1990 who currently sails as a recertified bosun aboard the *Alaskan Explorer*.

With a strong desire to learn, Ronald Paul Viernes graduated from Kapolei High School in Hawaii with a 4.019 GPA. Besides his excellence in academics, including membership in the National Honor Society, Viernes has been looked upon as a leader in the classroom while still finding time for extracurricular activities such as the varsity tennis and volleyball teams and the hiking club. He was very active in the student



Ronald Paul Viernes

government, and in his sophomore year, he was selected for the school's highest honor for best exemplifying “caring, dignity and integrity” (the school's motto). He also found time to volunteer for various community causes: read-

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Appreciative Upgrader Ayotte Seizes School's Opportunities

Engine-department Seafarer **Philip Ayotte** had a simple but heartfelt message when he spoke at the June membership meeting in Piney Point, Md.

"Thank you."

Ayotte, 29, credited the Paul Hall Center for Maritime Training and Education as well as SIU officials with helping him find the right career path.

"I went through the unlicensed apprentice program four years ago, and since then I've taken every upgrading course I could take," said Ayotte, who is enrolled in the marine electrician class. "I thank the teachers and the entire school, and also the union officials who work so hard on (Seafarers') behalf."

After the meeting, Ayotte recalled his introduction to the school. Four years earlier, he lived in New Orleans when an SIU member recommended the three-phase apprentice program. Ayotte enrolled and soon realized he'd found a home.

"Since then, I've made the choice to come back here (to the school)," said the resident of Minneapolis. "I want to continue to learn and be the best I can be on the job. The school helps me meet that goal—I've learned a



Seafarer Philip Ayotte says the Paul Hall Center helps him stay at peak efficiency on the job.

tremendous amount in the last four years."

Ayotte, who most recently sailed on a Waterman ship, said the school's admissions department and instructors go out of their way to help apprentices and upgraders alike.

More on the School

Founded in 1967, the Paul Hall Center offers the most U.S. Coast Guard-approved courses of any maritime school in the nation. Based in Piney Point, Md., the school is a hub of

STCW training, featuring unsurpassed educational facilities and peaceful surroundings that facilitate learning. Among the school's most beneficial training tools are the bridge and engine simulators, the Joseph Sacco Fire Fighting and Safety School (located on a nearby satellite campus) and the culinary lab.

The Paul Hall Center offers everything from entry training to license preparation to academic support and more. Students at the southern Maryland school also may receive college credit recommendations for successfully completing certain sanctioned courses.

As vocational training for U.S. mariners seemingly becomes more important each year, the Paul Hall Center continues offering state-of-the-art schooling for mariners. An overview of the courses available at Piney Point (including the 40-plus Coast Guard-approved classes) is contained in a four-page section in the January 2005 issue of the *Seafarers LOG*. Course descriptions also are listed on the web site www.seafarers.org, in the Paul Hall Center section.



The Paul Hall Center features entry-level training, upgrading and more.

Retired Steward Ware Publishes First Book

Retired Recertified Steward **Lois Ware** knows plenty about overcoming obstacles and achieving goals.

She is a cancer survivor.

She is believed to be the first woman to sail as a crew member on a U.S. West Coast-based freighter (the *President Van Buren*).

Now, she has added another title: published author.

Ware's first book, "The Rose and the Sea: Sea Stories," is available through the web site www.authorhouse.com. Produced in paperback, the book contains 88 pages and sells for \$11.50.

A promotional release describes the book as providing "an overarching look at her life, from her childhood and school experiences to her lifelong love affair with the salty winds and on-board life of the maritime industry."

In an interview last month with the *Seafarers LOG*, Ware, who comes from a family of Seafarers, said that writing a book had been a longtime goal. "I wanted people to know what life at sea is like," she noted. "The book was more work than I expected. It seems like I rewrote it nine or 10 times, but I hope to write another one—maybe a mystery or some poetry, if it's worthwhile."

Ware sailed with the NMU in the early 1970s before signing on with the Marine Cooks and Stewards Union, which later merged into the SIU. She retired due to health issues in 1994.

If writing was a labor of love, sailing couldn't have been more natural for Ware, considering the Alabama native's bloodlines. Her uncle, Thomas F. Ware, was one of the more than 1,200 Seafarers who gave his life in World War II. At various times, her son, nephew and brother all sailed with the SIU.

"My life was going to sea," she recalled. "I've always regretted having to leave the industry so soon.... To the people just entering this profession, I would say, set a goal and don't listen to what people say you cannot do. You will achieve your goal and be successful."

Ware, who has been cancer-free for 10 years, last sailed aboard the *President Truman*. She said that the Seafarers-affiliated Paul Hall Center for Maritime Training and Education is a great asset for mariners who want to advance in their careers. "I love the school," Ware stated.



Retired Recertified Steward Lois Ware is pictured at the Paul Hall Center holding a copy of her new book (left) and sailing aboard an SIU-contracted ship in the early 1980s (below).



Seafarer Frey Earns GED



Seafarer John Frey (center) received his GED during the June membership meeting in Piney Point, Md. SIU President Michael Sacco (left) and SIU VP Contracts Augie Tellez congratulated Frey on the accomplishment. Frey graduated last year from the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, where he is enrolled the AB course. In addition to vocational training, the SIU-affiliated center offers academic support, a GED program, a college degree curriculum and more. More than 2,000 students have earned GEDs at the Paul Hall Center.

Special Day for Steward



When SIU President Michael Sacco (right) presented Lonnie Jones with an A-seniority union book last month, the recertified steward nearly was overcome with emotion. Jones, who first sailed with the SIU in 1988, said he takes his union membership to heart. He described receiving his A-book as an exciting, long-awaited moment and a special day.

AFL-CIO Group Okays Sweeping New Policies

Measures Aimed at Increasing Support for Organizing and Mobilization for Politics

The AFL-CIO Executive Committee—a 24-member advisory group made up of top union leaders including SIU President Michael Sacco—on June 13 overwhelmingly approved a plan put forward by AFL-CIO President John Sweeney to dramatically shift the work of the labor federation and unite unions for the twin goals of increased organizing and more member mobilization for politics and legislation. The group also approved a new two-year budget that funds the program.

“Working people are under attack as never before by corporate and political forces, and today’s plans will help the union movement fight back with all our united strength,” said Sweeney. “Union movement growth and workers’ political power are fundamentally linked and we must strengthen both simultaneously.”

The officials, by a 17-7 tally, voted to send to the AFL-CIO Executive Council (which is separate from the Executive Committee) the updated plan, a version of which was first introduced in early March. The resolution will be voted on by the Executive Council, a 54-member constitutional leadership body, at its meeting at the end of June. If approved, the resolution will be presented to the AFL-CIO convention at the end of July. The Executive Committee vote on the budget June 13 was also 17-7.

“Without growth, we cannot sustain wins in the policy debates and political contests that determine the future for working people,” asserts the resolution. “And without a more hospitable, pro-worker political environment, we cannot grow as fast as we must.”

The resolution, titled “A Plan to Help Workers Win: Uniting our Power to Build a Stronger,

Growing Labor Movement,” points to “30 years of corporate assault and government complicity” as a key factor in the erosion of unions’ strength.

Yet, more workers than ever say they want unions, the resolution points out. Fifty-three percent of non-union, non-managerial workers say they would join a union tomorrow if given the chance, according to Peter D. Hart Research Associates—the highest percentage recorded since Hart began collecting this data in 1996.

The new plan emphasizes unity among unions and union movement-wide change, rather than change only at the Federation level. “Every union in every sector must change and work to build a stronger movement in the spirit of solidarity, mutual support and mutual accountability that defines us.”

The plan calls for increased resources for helping more workers form unions, or organizing, through (1) a ramped up effort to change public policies to help restore workers’ freedom to form unions and (2) an accelerated initiative to help more unions increase their capacity to organize, especially outside the deeply flawed National Labor Relations Board (NLRB) process. Specific changes include creating a \$22.5 million Strategic Organizing Fund, establishing industry coordinating committees for more tactical organizing, changing provisions of the AFL-CIO constitution (Articles XX and XXI) to support these committees’ work, training 100,000 worksite stewards by 2008 to defend workers’ freedom to form unions, encouraging and actively promoting mergers of unions, and supporting a major global campaign against Wal-Mart.

The officials asserted that their focus is not on a political party, but on supporting elected leaders who support workers.

Under the new plan, the AFL-CIO will move from a focus on biannual “get-out-the-vote” work to building year-round capacity for mobilizing members for politics and legislation. The federation will fund this work by increasing the Member Mobilization Fund for legislative and political action by approximately \$7.5

million per year. None of the fund will go to contributions to political candidates.

The plan also calls for building on the initial success of Working America, the AFL-CIO’s new community affiliate for non-union workers, by increasing members to two million by the end of 2006.

The resolution prioritizes grassroots movement-building and calls on the AFL-CIO to strengthen state and local labor movements by requiring strategic

planning and budgeting, and consolidating local labor federations. The AFL-CIO will expand leadership development with grassroots union organizations, and work to ensure diversity of representation at every level of its structure.

To fund the shift in resources to organizing and political mobilization, the federation has already begun a review of all programs and a reorganization of its staff, which will be reduced by 25 percent.

Major Religious Group Backs Employee Free Choice Act/Card Check

The AFL-CIO’s “Voice@Work” campaign recently reported that the General Board of Church and Society of the United Methodist Church on May 20 officially offered its support for the Employee Free Choice Act and majority sign-up agreements (also known as card-check).

The General Board of Church and Society is the international social witness and advocacy agency of The United Methodist Church, charged by the denomination “to speak its convictions, interpretations and concerns to the Church and to the world.”

The United Methodist Church, through its Social Principles, recognizes and supports the freedom of workers to form unions of their own choosing and bargain collectively.

In its recent statement supporting the campaign to restore workers’ freedom to form unions, the board calls on “all employers to abide by their employees’ decision when a majority has signed union authorization cards or otherwise indicated their desire to be represented by a union, and to refrain from using National Labor Relations Board hearings, elections, and appeals as a means for delaying or avoiding representation for their employees.”

The United Methodist Church has more than 8 million members in the United States and is the third-largest denomination in the country.

By mid-June, the Employee Free Choice Act (S. 842 and H.R. 1696) had 37 co-sponsors in the Senate and 187 in the House.

Meanwhile, on June 7 the pro-worker organization American Rights at Work released a report titled “Free and Fair? How Labor Law Fails U.S. Democratic Election Standards.” The report offers a detailed analysis of how fundamental principles governing American elections are systematically denied to those seeking union representation at work.

“No political challenger could get elected under these guidelines,” said University of Oregon Associate Professor Gordon Lafer, the political scientist who authored the report. “The system is so corrupt that it doesn’t remotely resemble the democratic process we think of when we use the term ‘election.’”

“Free and Fair?” measures the union representation election process against democratic election standards established by the political philosophy and published works of the Founding Fathers, the historical development of electoral law and jurisprudence, and current statutes and regulations that define “free and fair” elections. The report reveals a series of one-sided advantages extended to employers, as well as significant barriers imposed upon pro-union workers and their unions.

Lafer’s examination concludes that workers’ free speech rights are squelched on the job, and workers are restricted from openly distributing literature while employers have free reign to do so. He further concludes that employers deny essential employee information to thwart pro-union workers’ access to their coworkers.

Additionally, employers and supervisors practice various forms of economic coercion with the clear intent to grant or take away privileges based upon an employee’s position on the union. At the same time, existing and excessively permissive labor law allows employers to indefinitely delay recognition of a union through a drawn-out appeals process.

AOTOS Honorees Announced

The United Seamen’s Service (USS) recently announced its honorees for the 2005 Admiral of the Ocean Seas (AOTOS) Awards.

According to the USS, AOTOS awards will be presented to Gen. John W. Handy, USAF, commander of the United States Transportation Command; Ron Davis, president of the Marine Engineers’ Beneficial Association (MEBA); and Anthony A. Scioscia, president of APM Terminals North America.

The ceremony, chaired by SIU President Michael Sacco, is scheduled to take place Nov. 4 in New York City, noted John Bowers, chairman of the USS AOTOS Committee and president of the International Longshoremen’s Association.

“These three leaders represent the American maritime spirit in all the vital areas in our industry,” said Bowers. “Ron Davis, General Handy and Tony Scioscia all understand that while being leaders in their own areas of labor, government and management, they must embrace and cooperate with each other to keep the American transportation industry working.”

Bowers added, “Our recipients have been selected by those who

know them best, international transportation leaders who understand very well the challenges and issues which confront United States shipping and the American seafarers and recognize their leadership in this area.”

USS sought nominees from more than 150 maritime management, labor and government officials.

All proceeds from the awards ceremony benefit “USS community services abroad for the U.S. Merchant Marine and those of other free world countries,” the organization noted in a news release. “The recipients will share the evening with a group of American seafarers who will be honored for specific acts of bravery at sea.”

An outspoken advocate of the U.S. Merchant Marine, General Handy was commissioned in 1967, received his pilot wings in 1968 and has served in various high-ranking positions. Prior to assuming his current post, the general was vice chief of staff at U.S. Air Force headquarters in the Pentagon.

General Handy is a command pilot who has logged more than 300 combat hours in Southeast Asia. The general is a heavily

decorated officer, receiving many major awards. Throughout his tenure at TRANSCOM his reputation is that of a “hands-on” executive. He strongly supports the U.S. Maritime Security Program and has been enthusiastic in his praise for the U.S. Merchant Marine’s performance throughout the various stages of Operation Iraqi Freedom.

Davis began serving as MEBA’s president in 2002. He is a U.S. Navy veteran and former regional official for MEBA.

Scioscia was appointed president of APM Terminals North America in 1999. The organization, which is a Maersk company, operates 13 container terminals in North America. Previously, Scioscia was senior vice president of Sea-Land Service’s North America Operations Group and was a member of Sea-Land’s Operating Executive Board.

The USS, a non-profit agency established in 1942, operates centers in nine foreign ports in Europe, Asia, Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.



Gen. John Handy (left), welcomed by SIU President Michael Sacco earlier this year at the executive board meeting of the Maritime Trades Department, will receive an Admiral of the Ocean Seas Award Nov. 4 in New York.

Labor Unions for \$400, Alex

For at least one moment, Recertified Steward Mike Gramer had the upper hand on the three Jeopardy contestants.

The Seafarer tuned in to the popular TV game show June 2 and noticed a second-round category called Labor Unions. The first answer: “The LOG is the monthly newspaper of a union of these.”

Alas, none of the three players knew the question. One guessed that the LOG is a newspaper for lumberjacks; the others had no guess. Topping it off, the show’s host said that the correct question was, “Who are sailors?” rather than mariners. He added, “Remember, the captain fills out the (ship’s) log, or one of the officers does.”

Hey, it’s better than no mention at all, right?

Gramer later went online and looked up a question-by-question review of the show to double-check that he had heard correctly. He subsequently called it to the LOG staff’s attention.

Other unions mentioned in the labor category included the United Auto Workers, the California Correctional Peace Officers Association, and the American Federation of Musicians.

Pride of America

Continued from page 3

and the mariners for their commitment to shipboard safety. He pointed out that modern safety regulations set high standards for vessel and crew alike, and said he is confident that the *Pride of America* will continue meeting those standards.

Veitch called Sacco "our strongest supporter and partner." He also complimented the crew, describing them as "professional, ready and raring to go."

One of the ceremony's high-

lights took place when Veitch introduced (en masse) crew members from various departments, who then walked from the deck above the stage down the stairs and through the applauding crowd.

Recertified Bosun **Dan Marcus**, who joined the SIU 33 years ago, told the *Seafarers LOG*, "This is a historic time for the U.S. maritime industry, and this crew is one of the finest I've ever sailed with. Everyone has gone the extra two miles. We know how important it is for the membership to have these jobs, and we're committed."

New Law Covers Prescription Drugs

This year, the federal government published regulations to support a new part to the current Medicare program offered to beneficiaries across the nation. Known as Medicare part D, this new benefit will provide prescription drug coverage to individuals entitled to Part A or enrolled in part B of Medicare's existing programs. This program is set to begin on January 1, 2006.

The government has provided multi-employer trust funds like the Seafarers Health and Benefits Plan with several options regarding the administration of prescription drug benefits for retirees under the new law. The Plan's Board of Trustees is reviewing all of the options available under the new Medicare part D and will discuss these choices at their meeting this month (July). Once these important decisions are made, SIU retirees will be notified as to which option for drug coverage will be adopted.

CIVMAR News: Request for Relief Pilot Program

The Military Sealift Command has determined that it will implement a program and procedures which may change the way leave, medical examinations and return-to-work assignments are scheduled for CIVMARS.

This program would require that CIVMARS complete additional forms and circulate them to their department head, MSO and purser prior to scheduling leave. This new paperwork must be completed 60 days in advance of the date that the CIVMARS request their leave. MSC's goal is to assign each CIVMAR to a new vessel, training class or medical treatment facility directly from his or her home of record. Mariners may be required to receive physicals at naval medical facilities other than those at San Diego and Norfolk.

This new pilot program is expected to begin soon. MSC has advised the union that it will select two East Coast vessels and two West Coast vessels to start. Ships selected to participate in this program will have orientation meetings held by MSC representatives.

During the course of the negotiations about this pilot program, the union raised many concerns. The union's primary concern was that this program puts too much administrative burden on the mariner. The union also questioned what type of pay status the CIVMAR will be placed in (base pay or leave without pay) if the mariner is at home waiting for a medical exam. Currently, mariners have been experiencing many delays associated with the MSC medical examination process.

This new process will also require extra coordination with a marine placement specialist. The union noted that this might produce additional problems as frequently, due to time differences and other reasons, marine placement specialists are unavailable to speak on the phone. The union is also concerned that implementation of this program could lead to increased disciplinary actions against a mariner should there be any administrative errors or confusion leading to the inability of the mariner to follow all the new requirements.

MSC has committed to ongoing discussions and a program evaluation as the pilot program proceeds. It is very important that CIVMARS keep in touch with the union about their experiences with this pilot program. Please send all comments and questions (both positive as well as negative) to civmarsupport@seafarers.org. If you have any questions or concerns and cannot reach the union via e-mail please call Chester Wheeler at (415) 861-3400, Maurice Cokes at (757) 622-1892 or Kate Hunt at (718) 832-8767.

Health Care Woes Continue

Continued from page 6

"There is a great sense that there is just no answer to this problem," Altman added.

Employees in 2004 paid 28 percent of the family premium, up from 27 percent a year earlier. However, singles' out-of-pocket costs for the premium rose 9.8 percent to \$558 annually while a worker's cost for a family premium increased 10.3 percent to \$2,661.

Since 2001, employee contributions increased 57 percent for single coverage and 49 percent for family coverage.

Overall, 56 percent of firms said they shopped for a new plan during 2004. Of those that looked, 31 percent changed carriers while 34 percent switched the type of plan they offered.

For the most part, employers are skeptical about whether tools such as disease management and consumer plans really lower costs. Only 42 percent of employers believed disease management and consumer-driven plans were somewhat effective in lowering costs.

"Such efforts nibble at the edges," said Altman. He said controlling health care costs was a vexing problem because no one wants to pay more, but people also aren't willing to accept less service.

"I don't see any solution in the short or immediate future," he said.

A Do-It-Yourself BBQ on the Lihue



Matson's *Lihue* recently came into service after a period of extended layup. The SIU steward department aboard the vessel pulled out all the stops for the ship's first barbecue en route from Oakland, Calif. to Honolulu. The stocktender aboard ship (a non-union employee responsible for taking care of livestock being transported to Hawaii in special containers) donated two live goats for the festive occasion.

Although butchering live animals is not a require-

ment for upgrading at the Paul Hall Center, the SIU galley gang rose to the challenge and slaughtered the two goats, dressed the carcasses, butchered the meat and prepared the meal.

The photos were provided by Recertified Steward **John Holtschlag**. Holtschlag reports that there was no leftover goat at the end of the barbecue, which also included grilled steak to order, Hawaiian teriyaki chicken, mahi mahi and all the trimmings.



Clockwise from top left: Chief Cook Ahmed Quraish (top of ladder) hands off a live kid goat to SA Majed Alsunbahi (holding the goat in a bag on the ladder) to bring the animal on deck for slaughter; Assistant Cook David Hilario (left) and Alsunbahi hold the first goat on deck for butchering while the second goat lies trussed awaiting its fate; Quraish and Alsunbahi go to work on the second goat carcass; Quraish and Hilario proudly display their delectable finished product: a finely roasted kid goat; presentation is an important element at the *Lihue's* barbecue as Quraish and Alsunbahi prepare their scrumptious roast goat for the crew.



Sailing on the Liberator

For two unlicensed apprentices, **Samuel Thatcher** and **Mark Fitzgerald**, their first voyage on the *Liberator* was a totally new experience.

After completing their initial 12-week training (Phase I of the unlicensed apprentice program) at the Paul Hall Center for Maritime Training and Edu-

cation at Piney Point, Md., the two members of Class 662 left the school with Steward/Baker **Brandon Maeda** (who sent the *LOG* the photos accompanying this article) to fly to Houston and board the Maersk Line Limited vessel.

For the first time, they got to experience the excitement of

sailing to the North Atlantic Ocean and Mediterranean Sea while visiting Spain and Italy. The vessel also traversed the South Atlantic Ocean on the way down to ports in South Africa, where Thatcher and Fitzgerald experienced the pollywog to shellback tradition when the containership crossed the equator on its run to Capetown.

"Both are great workers, good shipmates and have long careers in the SIU ahead of them if they so desire," stated Maeda when the duo finished their 90 days (Phase II) at sea. "It was great working with both of them on their first ship, and I wish them the best of luck becoming professional seamen. Like [President] Mike Sacco is always saying—the trainees are what the union is all about—the future!"

The *Liberator* currently is on a U.S. to South Africa run. The voyage starts in Newark, N.J. and sails to Baltimore, Newport News, Va. and Freeport, Bahamas before sailing for a couple weeks down the South Atlantic to Capetown, Durban and Port Elizabeth, South Africa before returning to the U.S. All in all, it's about a 49-day trip.



Unlicensed apprentices Mark Fitzgerald and Sam Thatcher spent 90 days at sea aboard the *Liberator*, learning from their more experienced crew mates. From the left are Thatcher, QMED David Terry Jr., Fitzgerald, AB Bruce Howell, Bosun Ed O'Connor and AB Roy Payne.



Having gone through the shellback ceremony, Mark Fitzgerald (left) and Samuel Thatcher display the certificates that show that they crossed the equator for the first time.



During Phase II of the unlicensed apprentice program, students take a turn working in all three departments aboard ship. Above, Samuel Thatcher gets some experience in the steward and deck departments while, below, Mark Fitzgerald tries his hand at various chores. When they return to the school for the third phase of the program, they will select the department in which they would like to receive specialized training.



Preparing some delicious meals aboard the *Liberator* are galley gang members (from left) Steward/Baker Brandon Maeda, SA Melvin Ellis and Chief Cook Suki Suraredjo.



Melvin Ellis (left) works as an SA on the *Liberator*; Travell Love is an AB/Watchman.

Meeting with SIU's Government Services Crew Members



Attending the NOAA meeting are (from left) Orlando Thompson, SIU delegate aboard the *Albatross IV*; Rear Adm. Richard R. Behn, director of Marine and Aviation Operations at NOAA; and SIU Government Services Rep. Kate Hunt.

On March 11, 2005, representatives from SIU's Government Services Division (SIU Boston Port Agent Gerard Cooghey and Rep. Kate Hunt) attended an "all-hands" meeting with crew members from SIU-crewed NOAA vessels *Albatross IV* and *Delaware II*. The meeting was held in Woods Hole, Mass., where the vessels are homeported. Also in attendance were representatives from MEBA and MM&P as well as senior NOAA management (including Rear Adm. Richard R. Behn, director of NOAA's Marine and Aviation Operations Centers, and Capt. Gary Bulmer, commanding officer of Atlantic Marine Operations). Various personnel and operations matters were discussed, including the expected addition of 10 vessels into the NOAA fleet over the next decade.

Proud of His Nephew

Recently retired AB Arthur D. Machado Jr. (left) of Belle Chasse, La. is extremely proud of his young nephew, Daniel M. Hathaway. Hathaway is a lance corporal in the U.S. Marine Corps who currently is home on leave. Stationed in North Carolina, Hathaway already has served a tour of duty in Iraq and will likely be going back in the fall.



SIU Welcomes the Pride



Snapshots from Christening Of SIU-Crewed Pride of America

The Seafarers-crewed *Pride of America* was christened June 17 in New York City, marking the continued rebirth of the deep sea U.S.-flag cruise ship industry. An article covering the event appears on page 3. On these pages are photos from the day. Additional photos from the christening will be published in an upcoming issue of the *LOG*.



SIU President Michael Sacco (right) and Paul Hall Center VP Don Nolan (left) chat with Recertified Bosun Dan Marcus.



U.S. Secretary of Labor Elaine Chao shakes hands with Unlicensed Apprentice Isaac Garrido. The secretary visited with several apprentices following the ceremony.



SIU President Michael Sacco congratulates crew members for helping the *Pride of America* get off to a strong start.



Seafarers in the preparation galley busily prepare pre-crew lunches for guests aboard the new vessel.

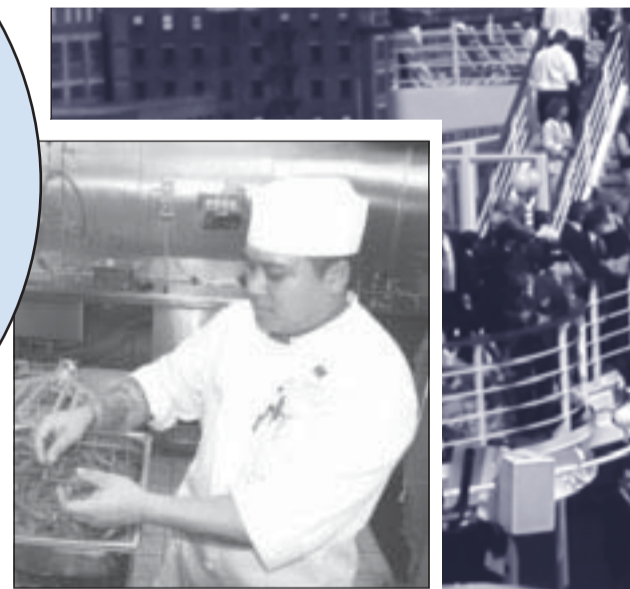


SIU VPs Joseph Soresi (left) and Tom Orzechowski observe the christening.

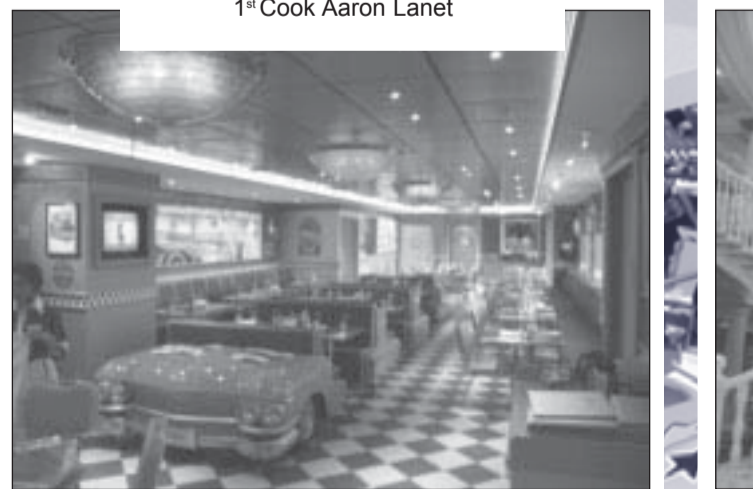
Job Growth Continues with NCL America's Newest Vessel



The *Pride of America* is the largest U.S.-flag cruise ship ever constructed.



1st Cook Aaron Lanet



The four photos directly above, left to right, show some of the facilities

e of America



U.S. Secretary of Labor Elaine Chao points out that NCL America's fleet will employ nearly 4,000 mariners.



NCL America President and CEO Colin Veitch describes SIU President Sacco as "our strongest supporter and partner."



U.S. Coast Guard Rear Adm. Thomas Gilmour notes that the *Pride of America* meets or exceeds the agency's safety standards.



Star Cruises Chairman Tan Sri Lim Lok Thay reiterates the commitment of NCL America's parent company to see the U.S.-flag venture succeed.



Oiler Curtis Tobey and QMED Don Lumpkins



Unlicensed Apprentices Karel Cain and Bob Light



Unlicensed Apprentice David Moses



and décor aboard the 921-foot vessel. *The Pride of America* also features spacious meeting rooms, workout areas and other amenities.

Lakes Task Force Honors 2

The SIU-affiliated Great Lakes Maritime Task Force recently named U.S. Senator Debbie Stabenow (D-Mich.) and Congressman Mark Green (R-Wis.) to receive its 2005 Legislator of the Year Awards.

The honors annually are bestowed on legislators who best advance the interests of the Great

Lakes economy in Congress. Both recipients in early May received their awards during the task force's 10th annual informational breakfast for the Great Lakes delegation in Washington, D.C.

"Perhaps no other senator has ever made more contributions to Great Lakes shipping in their first term than Debbie A. Stabenow,"

said Daniel L. Smith, president of Great Lakes Maritime Task Force and national vice president, Great Lakes, American Maritime Officers.

Other speakers also lauded the contributions of the Michigan senator. She was credited for having been a leader in the effort to stop the introduction of non-indigenous species into the Great Lakes from oceangoing vessels and also for having authored legislation and sought funding to find a solution to this worldwide problem. Stabenow was labeled as a person who understands that what's good for Great Lakes shipping is good for Michigan. Her work to foster policies that benefit both also was praised.

In the area of free trade, the senator was hailed as one who believes that free trade must be fair trade. "She supports fair trade in steel, but expects the federal government to react quickly to illegal dumping," a task force official said. "She has stood with American shipyards..."

"I am pleased and proud to be recognized by the Great Lakes Maritime Task Force for my legislative efforts on behalf of the Great Lakes economy," Stabenow said. "The task force represents a broad constituency with a great stake in ensuring that we not only use the Lakes wisely, but that we also bolster commerce in the Great Lakes and create jobs. Our most recent challenge is to head off tolls on Great Lakes shipping, and I know we will continue to work together to bring commerce and jobs to our Great Lakes ports."

At the conclusion of Senator Stabenow's remarks, the contributions of Congressman Green to the Great Lakes shipping community took center stage.



U.S. Senator Debbie Stabenow (D-Mich.) receives a framed photo to signify her selection as one of two recipients of the Great Lakes Maritime Task Force's 2005 Legislator of the Year Awards. Presenting the award is Dan Smith, president of the task force and a VP with the American Maritime Officers. Others pictured are (from left) SIU Lakes and Inland Waters Business Rep. Todd Brdak, Bill Yockey of the ILA and SIU VP Lakes and Inland Waters Tom Orzechowski.

"Representative Green has been an ardent supporter of Great Lakes shipping since being elected to the House of Representatives in 1998," said Smith.

The congressman was cited for his understanding that in a post 9/11 world, having ships that are U.S.-owned, U.S.-built and U.S.-crewed is not only a vital element of the country's national security, but also a foundation America's economic strength. Green also was recognized for his support of Wisconsin's shipyards and his work toward advancing ship construction the United States.

"A vibrant shipping industry in the Great Lakes means a healthier economy in Wisconsin," Green said. "Since arriving in Congress I have fought alongside [the task force] to protect the Great Lakes maritime industry and I'm proud of the victories we've scored. I look forward to continuing my efforts with the task force."

The Great Lakes Maritime Task Force was founded in Toledo, Ohio, in 1992 to promote domestic and international Great



Rep. Mark Green (R-Wis.)

Lakes shipping. It is the largest coalition to ever speak for the Great Lakes shipping community and draws its membership from both labor and management representing U.S.-flag vessel operators, shipboard and longshore unions, shipyards, and other Great Lakes interests. Among other things, its goals include preserving the domestic steelmaking infrastructure; protecting the nation's cabotage laws; maximizing the Lakes overseas trade; and increasing funding for annual dredging of ports and waterways.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2004. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SIU Pacific District Supplemental Benefits Fund, Inc. has committed itself to pay all supplemental benefits.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan was \$1,618,698 as of July 31, 2004, compared to \$2,109,227 as of August 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$490,529. During the plan year, the plan had a total income of \$9,392,124, including employer contributions of \$9,359,818, earnings from investments of \$30,506 and other income of \$1,800.

Plan expenses were \$9,882,653. These expenses included \$490,522 in administrative expenses, and \$9,392,131 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

and

4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 1422 Market Street, San Francisco, CA 94102; telephone number (415) 437-6832. The charge to cover copying costs will be \$3.25 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 1422 Market Street, San Francisco, CA 94102, and at the U.S. Department of Labor Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N5638, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

IMPORTANT NOTICE: SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

Under federal law, a participant and his or her dependents have the right to elect to continue their Plan coverage in the event that they lose their eligibility. This right is granted by the Consolidated Omnibus Budget Reconciliation Act, better known as "COBRA." The COBRA law allows a participant and his or her dependents to temporarily extend their benefits at group rates in certain circumstances where coverage under the Plan would otherwise end.

A participant and his or her dependents have a right to choose this continuation coverage if they lose their Plan coverage because the participant failed to meet the Plan's seetime requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

The participant's dependents may also elect continuation coverage if they lose coverage under the Plan as the result of the participant's (1) death; (2) divorce; or (3) Medicare eligibility. A child can also elect COBRA if as the result of his or her age, he or she is no longer a dependent under the Plan rules.

If a member and his or her dependents feel that they may qualify, or if they would like more information concerning these rights, they should contact the Plan office at 5201 Auth Way, Camp Springs, MD 20746. Since there are important deadlines that apply to COBRA, please contact the Plan as soon as possible to receive a full explanation of the participant's rights and his or her dependents' rights.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2004. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$11,791,666. These expenses included \$884,889 in administrative expenses and \$10,906,777 in benefits paid to participants and beneficiaries. A total of 3,645 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$135,749,137 as of July 31, 2004, compared to \$137,395,691 as of August 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$1,646,554. This decrease includes unrealized appreciation or depreciation in the value of plan assets that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$10,145,112, including employer contributions of \$31,186, losses of \$1,132,505 from the sale of assets, earnings from investments of \$11,242,953 and other income of \$3,478.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 1422 Market Street, San Francisco CA 94102, (415) 437-6850. The charge to cover copying costs will be \$17.00 for the full annual report, or \$0.25 per page for any part thereof.

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

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Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	2	0	0	0	1	0	2	7	1
Anchorage	0	8	2	0	2	2	0	0	9	3
Baltimore	8	4	1	2	2	1	4	10	10	3
Guam	3	5	1	1	2	2	0	4	9	2
Honolulu	5	6	3	5	2	2	3	10	9	3
Houston	31	22	14	17	18	9	10	59	29	28
Jacksonville	38	43	13	23	25	8	27	62	66	28
Joliet	0	0	0	0	0	0	0	0	2	1
Mobile	10	5	2	8	9	4	1	13	15	7
New Orleans	15	18	12	8	7	3	3	30	30	27
New York	32	25	13	18	9	6	8	55	49	33
Norfolk	17	18	5	5	11	6	3	23	31	14
Philadelphia	6	5	0	1	1	0	2	6	7	4
Piney Point	0	5	0	1	10	0	1	0	12	0
Puerto Rico	15	11	1	7	16	0	13	17	9	1
San Francisco	14	12	4	14	8	3	9	27	19	7
St. Louis	0	4	0	1	1	0	1	0	6	4
Tacoma	41	34	9	22	24	4	19	60	54	31
Wilmington	22	26	13	16	12	3	11	45	42	30
Totals	258	253	93	149	159	54	115	423	415	227
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	1
Anchorage	0	4	2	0	3	0	0	0	2	4
Baltimore	3	2	0	3	2	0	1	4	5	0
Guam	1	3	0	0	1	0	0	2	4	0
Honolulu	7	6	1	5	4	2	1	9	7	2
Houston	14	15	4	7	8	3	10	25	18	9
Jacksonville	23	29	9	17	13	6	8	31	47	16
Joliet	0	0	0	1	0	1	0	0	0	0
Mobile	8	2	0	7	3	2	2	7	7	4
New Orleans	10	11	4	7	3	1	4	14	15	7
New York	8	10	6	4	7	2	6	21	15	13
Norfolk	5	10	4	5	8	1	1	11	16	6
Philadelphia	6	3	1	0	1	0	0	7	4	3
Piney Point	4	5	3	4	3	1	1	2	2	2
Puerto Rico	7	3	1	4	5	0	7	6	6	2
San Francisco	6	3	2	9	5	1	6	9	7	4
St. Louis	1	3	0	2	2	0	0	2	6	1
Tacoma	18	21	4	12	20	3	16	18	23	6
Wilmington	8	12	9	8	5	2	3	10	22	14
Totals	129	142	50	95	93	25	66	178	206	94
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	1	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	0	0	2	1	0	0	5	2	0
Guam	4	4	1	3	1	0	1	1	5	1
Honolulu	11	5	0	3	5	0	1	21	6	1
Houston	13	6	2	7	7	4	6	31	5	3
Jacksonville	24	17	4	12	7	1	13	36	31	9
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	7	6	0	4	3	0	0	8	6	0
New Orleans	7	3	4	5	1	2	4	15	7	4
New York	22	6	4	10	7	0	8	35	10	8
Norfolk	12	12	2	10	8	2	4	11	17	4
Philadelphia	4	2	0	3	1	0	2	2	2	0
Piney Point	4	3	0	1	2	0	0	7	3	1
Puerto Rico	1	2	1	1	3	0	1	2	3	1
San Francisco	25	4	1	14	3	1	8	45	9	1
St. Louis	0	1	3	0	0	0	0	3	1	4
Tacoma	22	8	3	11	3	1	8	25	14	4
Wilmington	17	8	3	20	5	2	9	33	12	4
Totals	178	87	28	106	57	13	65	280	134	46
ENTRY DEPARTMENT										
Algonac	1	1	3	0	0	0	0	1	2	4
Anchorage	0	2	7	0	0	1	0	0	3	12
Baltimore	0	3	3	0	2	2	0	0	2	4
Guam	0	1	4	0	0	2	0	0	4	6
Honolulu	3	6	4	1	3	2	0	9	17	11
Houston	3	19	21	1	11	9	0	7	35	37
Jacksonville	4	12	23	5	8	4	0	4	29	47
Joliet	0	0	0	0	0	0	0	0	1	1
Mobile	1	8	1	0	1	0	0	2	13	3
New Orleans	3	6	6	2	5	0	0	4	11	20
New York	5	35	24	2	11	1	0	9	65	67
Norfolk	0	9	15	0	6	10	0	0	17	28
Philadelphia	0	0	0	0	0	0	0	0	1	2
Piney Point	0	5	23	0	9	20	0	0	9	16
Puerto Rico	0	3	0	1	2	0	0	1	5	1
San Francisco	1	13	7	2	4	1	0	5	20	14
St. Louis	0	0	1	0	0	0	0	0	0	1
Tacoma	4	14	12	3	8	5	0	9	32	27
Wilmington	0	13	14	1	2	8	0	3	16	22
Totals	25	150	168	18	72	65	0	54	282	323
Totals All Departments	590	632	339	368	381	157	246	935	1037	690

*"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.

August & September 2005 Membership Meetings

Piney Point	Monday: August 8
	Tuesday: September 6*
	(*change created by Labor Day holiday)
Algonac	Friday: August 12, September 9
Baltimore	Thursday: August 11, September 8
Boston	Friday: August 12, September 9
Duluth	Wednesday: August 17, September 14
Guam	Thursday: August 25, September 22
Honolulu	Friday: August 19, September 16
Houston	Tuesday: August 16*
	Monday: September 12
	(*change created by Paul Hall's birthday holiday)
Jacksonville	Thursday: August 11, September 8
Joliet	Thursday: August 18, September 15
Mobile	Wednesday: August 17, September 14
New Orleans	Tuesday: August 16, September 13
New York	Tuesday: August 9, September 6
Norfolk	Thursday: August 11, September 8
Philadelphia	Wednesday: August 10, September 7
Port Everglades	Thursday: August 18, September 15
San Francisco	Thursday: August 18, September 15
San Juan	Thursday: August 11, September 8
St. Louis	Friday: August 19, September 16
Tacoma	Friday: August 26, September 23
Wilmington	Monday: August 22, September 19

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

Personals

MANUEL OLVERA

Please contact Wayne Korb at (702) 386-2803. (Manuel was bosun and Wayne was the dayman aboard the Citrus Packer in 1956.)

GEORGE MAZZOLA

Please get in touch with James W. Bernachi at (618) 593-0936, or e-mail him at goofy3110378@aol.com.

PAUL BORG

Tommy McCormack, who worked with you 35 years ago on United States Lines' American Archer, would like you to call him at (561) 357-0529.

WILLIAM BEADLES

Your godson, John Seaman, is trying to get in touch with you. Please call him at (415) 462-0841; or e-mail yardbirdie@comcast.net.

JAMES BUCKOWSKI

Please contact your niece, Raven Giaquinto (Wendy's daughter), regarding your mother. The family would love to hear from you. You may e-mail Raven at skyblazerange12010@yahoo.com.

ANDRE ZENE

Dan Jones (your roommate at the Paul Hall School) would like to get in touch with you. Please e-mail him at danvis_65@yahoo.com.



Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

325 Market St., Suite B, Alton, IL 62002
(618) 462-3456

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

DULUTH

324 W. Superior St., Suite 705, Duluth, MN 55802
(218) 722-4110

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
125 Sunny Plaza, Suite 301-E
Tun Jesus Crisostomo St., Tamuning, Guam 96911
(671) 647-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

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

SAN FRANCISCO

350 Fremont St., San Francisco, CA 94105
(415) 543-5855

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

MAY 16 — JUNE 15, 2005

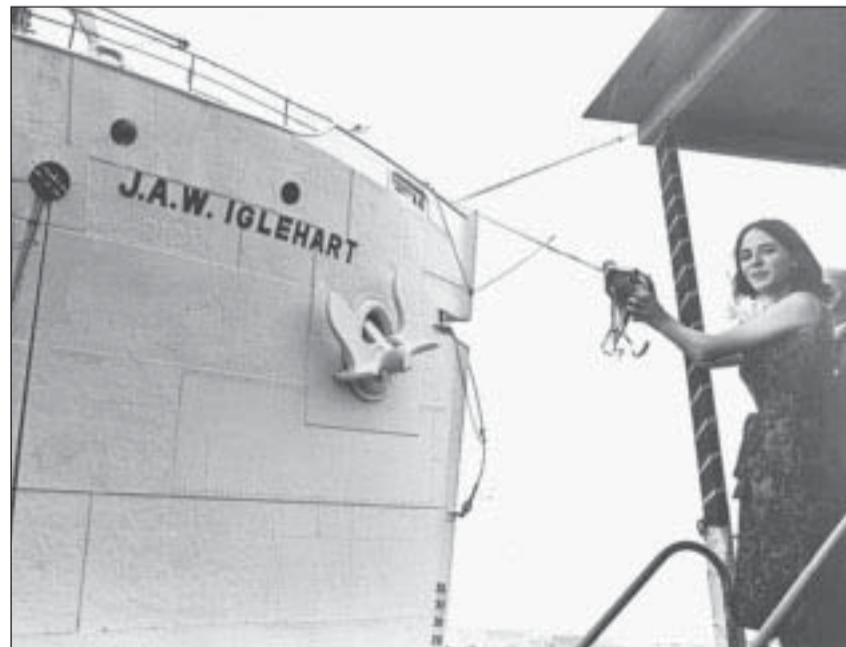
Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	5	1	0	5	0	0	0	6	3	0
Houston	9	1	3	6	2	2	4	33	6	12
Jacksonville	4	2	9	4	2	7	4	13	7	4
New Orleans	6	4	4	5	1	0	4	14	7	20
New York	11	10	2	7	2	2	3	33	14	1
Norfolk	0	0	2	2	0	2	1	4	1	0
Tacoma	0	0	5	0	0	4	1	1	0	5
Wilmington	5	7	7	0	2	6	2	11	6	0
Totals	40	25	32	29	9	23	19	115	44	42
ENGINE DEPARTMENT										
Boston	3	0	0	3	0	0	0	7	1	0
Houston	3	0	4	4	0	3	4	14	3	6
Jacksonville	1	5	9	1	3	9	3	5	10	5
New Orleans	3	0	4	2	0	1	0	7	1	11
New York	5	3	2	4	1	2	1	13	7	0
Norfolk	0	0	2	0	0	1	0	1	0	1
Tacoma	0	0	0	0	0	0	1	2	0	1
Wilmington	3	0	3	2	0	3	6	5	1	10
Totals	18	8	24	16	4	19	15	54	23	24
STEWARD DEPARTMENT										
Boston	3	0	0	3	0	0	0	6	0	0
Houston	4	5	3	2	1	2	4	8	7	8
Jacksonville	4	4	3	4	3	3	0	8	3	0
New Orleans	4	0	4	3	0	0	0	5	1	13
New York	7	2	0	8	5	0	2	15	14	0
Norfolk	2	0	0	1	0	0	0	2	0	1
Tacoma	1	0	2	0	0	2	1	1	0	2
Wilmington	1	2	9	2	1	9	4	3	2	1
Totals	26	13	21	23	10	16	11	48	27	25
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	84	46	77	68	23	58	45	211	94	91

PIC-FROM-THE-PAST

With all the celebrations surrounding the christening of the *Pride of America*, this photo was of a christening 30 years ago, that of the SIU-crewed *J.A.W. Iglehart*. It is from the LOG archives and was taken in 1965 in Cleveland. Jane Purinton, granddaughter of J.A.W. Iglehart, did the honors..

The cement carrier began life as the ocean-going tanker *Pan Amoco* in 1936. By 1965, its ocean-going career was at an end and it was sold to Huron Cement for conversion to a self-unloading cement carrier—and a new life on the Great Lakes.

Today, the *Iglehart* continues much as it did in 1965. The former Huron Cement fleet now operates under the banner of Inland Lakes Management. The *Iglehart* holds the distinction of being the oldest turbine-driven vessel on the Great Lakes. When the *E.M. Ford* and *S.T. Crapo* were taken out of service in 1996, the *Iglehart* gained further distinction of being the oldest steam-powered laker in service with its original engine.



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



DEEP SEA

WAYNE BALLARD, 65, joined the union in 1968 in the port of San Francisco. Brother Ballard was born in Texas and initially sailed in the deep sea division aboard the *Santa Maria*. During his seafaring career, he also shipped with the Marine Cooks & Stewards (MC&S). Brother Ballard's most recent voyage was on American Ship Management's *President Wilson*. The steward department member makes his home in San Jose, Calif.

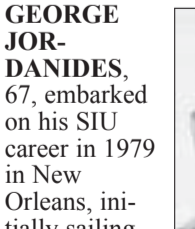


PAUL BRADSHAW, 64, was born in Oklahoma. Brother Bradshaw began his seafaring career in 1964 in the port of New York. He first worked aboard the *Monticello* in the engine department. Brother Bradshaw upgraded his seafaring abilities at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. on two occasions. His last voyage was on the *Innovator*. Brother Bradshaw is a resident of Gardnerville, Nev.

CHARLES GOOCH, 69, became a Seafarer in 1978 in the port of New York. Brother Gooch first shipped aboard the *Delta Peru*. He was a frequent upgrader at the Piney Point School and sailed as a member of the steward department. Brother Gooch last went to sea on the *Horizon Tacoma*. Born in the Philippines, he now calls Seattle home.



JOHN GRAHAM, 66, joined the SIU in 1965 in the port of New York after serving in the U.S. Air Force. Brother Graham enhanced his skills on numerous occasions at the union-affiliated school in Piney Point, Md. His first voyage was on the *Spitfire*. Before retiring, Brother Graham worked on Pronav Ship Management's *Taurus*. The deck department member was born in Pennsylvania; he currently resides in Philadelphia.



GEORGE JORDANIDES, 67, embarked on his SIU career in 1979 in New Orleans, initially sailing on the *Point Judy*. Brother Jordanides, who was born in Connecticut, was a member of the deck department. He attended classes at the SIU-affiliated school in Piney Point, Md. Brother Jordanides most recently

shipped on the *Constellation*. He lives in Kissimmee, Fla.



CHARLES KAHL, 67, started sailing with the Seafarers in 1977 in New Orleans. A veteran of the U.S. Coast Guard, Brother Kahl was born in Louisiana. He first shipped aboard a Waterman Steamship Corp. vessel. Brother Kahl worked in the deck department, upgrading frequently at the Paul Hall Center. His last vessel was the *Gemini*. Brother Kahl makes his home in Bush, La.

DANIEL McDONALD, 63, hails from Iowa. Brother McDonald joined the ranks of the SIU in 1966 in the port of San Francisco. His first ship was the *Lucile Bloomfield*. In 2000 and 2001, Brother McDonald attended the training facility in Piney Point, Md. He last sailed aboard the *Horizon Trader*. Brother McDonald is a resident of Cedar Rapids, Iowa.



MANUEL MILLAN, 68, joined the union in 1995. Brother Millan worked primarily aboard the *Florida*. He was born in New York and calls Davie, Fla. home.

INLAND

FRANKLIN HOLDER, 61, was born in Florida. Boatman Holder became an SIU member in 1982. He sailed mainly on vessels operated by C.G. Willis Inc. Boatman Holder resides in Jacksonville, Fla.

CHARLES NICHOLS, 62, began his seafaring career in 1994 first sailing with Red Circle Transport. Boatman Nichols enhanced his skills at the Piney Point training center in 1998. Born in Nashville, Tenn., he last went to sea aboard a Moran Towing of Texas vessel. Boatman Nichols lives in Pensacola, Fla.



GREAT LAKES

ABDUL MAWARI, 65, began sailing with the union in 1973 in Detroit. Brother Mawari's first ship was the *Thomas Wilson*; his last the *Buffalo*. Born in Arabia, he was a member of the deck department.



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.

Brother Mawari attended classes at the Paul Hall Center in 1980. He makes his home in Dearborn, Mich.

Texaco Montana. Born in Providence, R.I., his last trip to sea was aboard the *Cape Ann*.

JACK ZARO, 55, started his career with the union in 1966 in Galveston, Texas. Brother Zaro first sailed on the *Silvia Lykes*.



The deck department member's most recent voyage was aboard the *Cherry Valley*.

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

ROBERT McKEEVER, 61, was born in Wilmington, Del. Brother McKeever first sailed aboard the *Golden Gate*. He was a member of the steward department and last went to sea on the *Texaco Massachusetts*.



ELORIS TART, 65, joined the NMU in 1964 initially shipping from the port of Mobile, Ala. Brother Tart's first voyage was aboard the *Sue Lykes*. The Alabama-born mariner last worked on the *Lykes Navigator*.

JAMES TIERNEY, 68, became an NMU member in 1989 in Boston. Brother Tierney's first ship was the



Celebrating a Special Birthday



Turning 21 is a memorable day, and Steward/Baker Javier Delosreyes helped make it that much more special for SCP Brian Etz by baking him a beautiful and delicious cake. Etz and the others pictured are aboard the SIU-crewed *USNS Pomeroy* at sea enroute to Kuwait. The photo was submitted by Paul K. Davis, master, and sent to the LOG by Capt. Mike Finnigan.

Reprinted from past issues of the Seafarers LOG.

1946

On July 24, the two largest companies contracted to SIU signed the best contracts in maritime. This concluded six weeks of hard and bitter negotiations with the shipowners, and as a result the solid front of the operators was broken. Among other things, wages were increased from \$17.50 per month to as high as \$50 per month.

1951

On July 20, Cities Service Oil Company agreed to the same conditions and benefits as were in effect with all other SIU-contracted tanker companies. On the terms of the agreement Cities Service agreed to the same SIU industry-wide vacation plan that the union had won from its other contracted operators on June 1. First payments by the company to the vacation plan were made retroactive to June 1. In addition the new agreement provided for an increase in the stewards' department manning scale on Cities Service tankers with one messman being added to each ship. Other working conditions were improved in order to bring the Cities Service ships in line with the remainder of the SIU fleet.

1971

A draft of a proposed contract to be used in negotiations with runaway-flag operators who might accept a collective bargaining agreement shows graphically the advances made by U.S.

mariners through the SIU. The wage structure provided in the proposal submitted by the ITF's Special Seafarers' Section was based on the current average wage rates of all European union-represented seamen. For bosuns, carpenters, chief cooks and pumpmen, the average rate of pay is \$252 a month—far less than half of the Seafarer's base rate. The same ratio held for other jobs. The average European working as a bosun's mate receives \$232.80 a month.

THIS MONTH IN SIU HISTORY

1995

The House of Representatives overwhelmingly gave its approval on July 24 for the export sale of Alaskan North Slope crude oil as long as it is carried aboard U.S.-flag tankers. By a vote of 324 to 77 on the Alaskan Oil Export Act (H.R. 70), the House joined the Senate in endorsing legislation that will keep the U.S.-flag independent tanker fleet sailing into the next century. The Senate had approved a similar bill (S. 395) by a margin of 74-25 on May 16..... The SIU, in testimony given in March before the Senate committee and in May before the House committee considering lifting the 22-year export ban, has supported the legislation because it would provide jobs for U.S. mariners. The union dropped its opposition to exporting Alaskan North Slope oil last year when legislation was introduced in Congress indicating that the product would be carried to foreign ports aboard U.S.-flag tankers.

Final Departures

DEEP SEA

JOHN BARTOLOME



Pensioner John Bartolome, 96, passed away Jan. 4. Brother Bartolome was born in the Philippines and became a member of the Marine Cooks & Stewards (MC&S) in the port of San Francisco. Brother Bartolome worked in the steward department. He started collecting his pension in 1974 and called San Francisco home.

BROOKE BUTLER



Pensioner Brooke Butler, 85, died Feb. 11. Brother Butler joined the union in 1943 in the port of Norfolk, Va. His first voyage was aboard a Sproque Steamship Company vessel. Brother Butler was a member of the engine department. Prior to retiring in 1980, he sailed on the *Newark*. Brother Butler made his home in Richmond, Va.

SAMUEL CASE JR.



Pensioner Samuel Case Jr., 90, passed away March 11. Brother Case began sailing with the SIU in 1951 from the port of New Orleans. He initially shipped with Seatrain Lines in the engine department. A veteran of the U.S. Navy, Brother Case retired in 1977 after sailing aboard a Michigan Tankers vessel. Born in New Orleans, he resided in Jefferson, La.

DONALD CHESTNUT



Pensioner Donald Chestnut, 82, died Dec. 29. Brother Chestnut embarked on his seafaring career in 1943 in the port of Mobile, Ala. He first worked on the *Rudolf Kauffman*. Brother Chestnut was born in Alabama and sailed in the deck department. His last ship was the *Cove Sailor*. Brother Chestnut began receiving compensation for his retirement in 1985 and lived in Mobile, Ala.

DONALD EDWARDS



Brother Donald Edwards, 59, passed away Nov. 23. He began his seafaring career in 2002 in Seattle. Brother Edwards' first ship was the *Westward Venture*. He was born in Bremerton, Wash. and worked in the engine department. Brother Edwards most recently sailed aboard the *USNS Watkins*. He was a resident of Seattle.

ARTHUR FINNELL

Pensioner Arthur Finnell, 83, passed away March 4. Brother Finnell donned the SIU colors in 1953 in the port of New York. The deck depart-



ment member was a veteran of the U.S. Navy. Born in Mexico, his final voyage was on the *Duchess*. Brother Finnell went on pension in 1990. He was a resident of Houston.

CHRISTOPHER FLOWERS



Pensioner Christopher Flowers, 78, died Jan. 23. Brother Flowers became an SIU member in 1951 in New York. At the beginning of his seafaring career, he sailed with Doric Shipping. Brother Flowers worked in the deck department, last sailing on the *OMI Wabash*. He started collecting his retirement stipends in 1989. Born in Aurora, N.C., Brother Flowers made his home in Houston.

STEPHEN GALATOLO



Pensioner Stephen Galatolo, 76, died Feb. 22. Born in Maryland, Brother Galatolo joined the union in 1962 in Baltimore. His first trip to sea was on the *Columbia Star*. Brother Galatolo was a member of the steward department. The U.S. Army veteran last shipped aboard American Overseas Marine's *Scan*. Brother Galatolo resided in Towson, Md. He began receiving his retirement pay in 1996.

FRANCIS HARPER



Pensioner Francis Harper, 81, passed away March 2. After serving in the U.S. Army, Brother Harper launched his career with the SIU in 1948 in New York. His first ship was the *Steel Voyager*. Brother Harper worked as a member of the engine department. He was born in Maryland and last sailed aboard the *Venture*. Brother Harper retired in 1985 in Baltimore.

JOHN KELLY JR.



Pensioner John Kelly Jr., 78, died Feb. 3. Brother Kelly started sailing with the Seafarers in 1943 in New York. He initially worked for Alcoa Steamship Company. Brother Kelly, who was born in Mississippi, shipped in the deck department. The U.S. Army veteran last went to sea on a Michigan Tankers vessel. Brother Kelly became a pensioner in 1978. He lived in Petel, Miss.

GRIM LEE



Pensioner Grim Lee, 85, passed away Jan. 3. Brother Lee joined the MC&S in 1958 in San Francisco. Born in China, he was a member

of the steward department. Brother Lee, who made his home in San Francisco, went on pension in 1979.

EARL MATTHEWS



Pensioner Earl Matthews, 74, died Jan. 5. Born in Norfolk, Va., Brother Matthews began his seafaring career in 1951. The steward department member first sailed aboard the *Seagarden*. Prior to retiring in 1995, Brother Matthews shipped on the *OMI Sacramento*. He was a resident of Dequincy, La.

VINCENT PIZZITOLO



Pensioner Vincent Pizzitolo, 82, passed away Feb. 3. Brother Pizzitolo joined the SIU ranks in 1953 in New Orleans. His first ship was the *Del Viento*. Brother Pizzitolo was a U.S. Army veteran. His last voyage was aboard the *Cove Liberty*, where he shipped in the steward department. Brother Pizzitolo started receiving his retirement compensation in 1987. He was born in New Orleans and lived in Metairie, La.

HARRY SMITH



Pensioner Harry Smith, 76, died Feb. 11. Brother Smith was born in Philadelphia, Pa. Following his service in the U.S. Army, he started sailing with the SIU in 1947. Brother Smith's first trip to sea was on an Emerson Steam Company vessel. He worked in the deck department. Brother Smith last shipped on CSX Lines' *Integrity*. In 1991, he retired and settled in Philadelphia.

POLO VASQUEZ

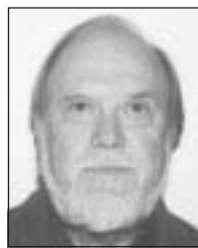
Pensioner Polo Vasquez, 82, passed away Jan. 9. Brother Vasquez joined the union in 1951, shipping as a member of the deck department. His first vessel was the *Warhawk*. Brother Vasquez was born in Humacao, P.R., which is also where he resided. His last ship was the *Point Julie*. Brother Vasquez went on pension in 1982.

INLAND

JEFFERY DEKERLEGAND

Pensioner Jeffery Dekerlegand, 87, died Jan. 25. He became an SIU member in 1969 in New Orleans. Born in Arnaudville, La., Boatman Dekerlegand shipped in the deck department, working primarily on vessels operated by Dravo Basic Materials Company. Boatman Dekerlegand began receiving his retirement compensation in 1979 and lived in his native state.

WILLIAM HOOK II



Pensioner William Hook II, 66, passed away Dec. 26. Boatman Hook began shipping with the Seafarers in 1973 in the port of Norfolk, Va. He initially sailed in the deck department of a vessel operated by

Virginia Pilots. Boatman Hook was a veteran of the U.S. Marine Corps. He was born in Virginia and last shipped with the Association of Maryland Pilots. Boatman Hook started collecting his pension in 2000 and called Virginia Beach, Va. home.

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

RALPH BODDEN



Pensioner Ralph Bodden, 83, passed away April 7. Brother Bodden was born in Honduras and joined the NMU in 1957, shipping first from the port of New Orleans. Brother Bodden worked in the engine department. He became a pensioner in 1986. Brother Bodden's last trip to sea was on the *James Lykes*.

CHARLES DINI



Pensioner Charles Dini, 62, died March 18. He began sailing with the union in 1967 in Miami, Fla. Brother Dini initially navigated the seas aboard the *Lyons Creek*. The New York-born mariner retired in 2001. His most recent voyage was on the *Green Clove*.

ALONSO DUARTE



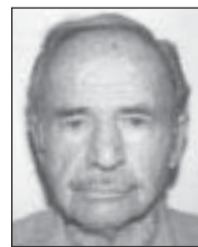
Pensioner Alonso Duarte, 92, passed away April 12. Brother Duarte became an NMU member in 1946. He was born in Honduras and worked in the engine department. Brother Duarte's last ship was the *Keystoner*. He went on pension in 1986.

DENNIS HARRIS



Pensioner Dennis Harris, 82, died March 28. Brother Harris first donned the NMU colors in 1945 in the port of Seattle. Before retiring in 1986, he went to sea on the *Central Gulf*.

VINCENT MARTIN



Pensioner Vincent Martin, 79, passed away March 21. Born in Brooklyn, N.Y. Brother Martin joined the NMU in 1944. His first voyage was on the *Aquarius*. Brother Martin began receiving his retirement compensation in 1973.

MARJORIE MORGAN

Pensioner Marjorie Morgan, 76, died March 19. Sister Morgan started her



NMU career in 1979 in San Pedro, Calif. The steward department member was born in Texas. Sister Morgan's first ship was the *Sinclair Texas*; her last was the *Alaska*. She retired in 2000.

WALLACE NUNES



Pensioner Wallace Nunes, 77, passed away March 29. He began his seafaring career in 1945, initially working aboard the *Santa Monica* in the steward department. Brother Nunes was born in Sacramento, Calif. Prior to retirement in 1987, he worked on the *Petersburg*.

FRANK TORRES



Pensioner Frank Torres, 80, died March 18. After joining the NMU in 1945, Brother Torres' initial voyage was aboard the *E.R. Kemp*. Born in Galveston, Texas, he was a member of the steward department. Brother Torres last shipped on the *USS Chancellorsville*. He started collecting his pension in 1983.

YUEN YUENG



Pensioner Yuen Yueng, 89, passed away April 8. Sailing out of the port of Boston, his first vessel was the *Edward*. Brother Yueng was born in China and worked in the engine department. He went on pension in 1978 after sailing aboard the *Carbide Seadrift*.

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

NAME	AGE	DOD
Aitken, Joseph	87	April 27
Cirino, Marcos	69	May 4
Collazo, Manuel	88	May 6
Condon, James	82	May 2
Davis, Jasper	74	Jan. 1
Douglas, Gary	72	May 18
Gould, Wendell	68	May 16
Jones, William	70	May 9
Kraesig, Melbert	81	May 6
Lino, Hector	80	April 25
Lucas, James	77	May 16
Macksound, Abel	84	April 22
Middleton, Robert	85	April 18
Nunez, Max	73	May 7
Olvera, Joseph	84	April 20
Pontus, Reinhard	82	May 8
Saunders, Frank	77	April 17
Springer, Jerry	82	April 29
Stewart, William	66	April 22
Tyler, William	77	May 5

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.

ADAM E. CORNELIUS

(American Steamship Company), April 16—Chairman **Scott Gallagher**, Secretary **Edward E. Bush**, Educational Director **George R. Keeley**. Chairman encouraged crew members to contribute to SPAD and Maritime Defense League, as both funds are vital in protecting U.S.-flag fleet. Seafarers were reminded to work safely and sign off and reregister at union hall within 72 hours of leaving vessel. No beefs or disputed OT reported.

ALASKAN EXPLORER

(Alaska Tanker Company), April 26—Chairman **Anthony J. Sabatini**, Secretary **John F. Huyett**, Educational Director **Winfred W. Opere**, Deck Delegate **Michael E. Moore**, Engine Delegate **Detricke R. Kelly**, Steward Delegate **David W. Vaughn**. Chairman praised crew for working safely during vessel start up and noted vessel operations went smoothly. He reported on changes to health plan and informed crew that complete list of medical providers is available on SIU website. Secretary thanked crew members for separating plastics from regular trash and stated new receptacle now in place for recycling aluminum cans. Educational director advised mariners to watch expiration dates on z-cards and other important documents, as renewing them takes time. No beefs or disputed OT reported. Suggestion made regarding vacation pay. Questions raised pertaining to disposition of NMU annuity funds and starting a movie library. Next port: Long Beach, Calif.

AMERICAN MARINER

(American Steamship Company), April 28—Chairman **Albert J. Brzezinski**, Secretary **Daniel J. Kane**, Educational Director **Mark A. MacRury**, Steward Delegate **Daniel J. Kane**. Chairman reported all departments operating smoothly and stressed the need for continuing to work well—and safely—together. Educational director spoke about upgrading opportunities available at Paul Hall Center for Training and Education in Piney Point, Md. He mentioned that when applying for vacation benefits, Seafarers should make sure they have both discharges and monthly pay records. No beefs or disputed OT reported.

AMERICAN SPIRIT

(American Steamship Company), April 29—Chairman **Rudolph W. Tahtinen**, Secretary **Nasser M. Aljalham**, Educational Director **Craig Fitzhugh**, Engine Delegate **Michael Kruse**. Chairman reminded crew to follow union and company procedures when leaving and returning to ship. Secretary reported company has resolved security problems at Zug Island, Mich. When going on vacation, crew members were reminded to contact union within 72 hours and before returning to reclaim job. Also, everyone should make sure z-cards and all paperwork are updated before returning to ship. No beefs or disputed OT reported. Discussion held on proper channels to follow when problems arise aboard ship. Next ports: Superior,

Wis.; Indiana Harbor, Ind.

HORIZON CHALLENGER

(Horizon Lines), April 19—Chairman **Roy L. Williams**, Secretary **Donald B. GaNung**, Educational Director **Clive A. Steward**, Deck Delegate **Francisco Caceres**, Engine Delegate **Karl A. Leiter**, Steward Delegate **John L. Foster**. Chairman informed crew about two new ships coming out, a double-hulled tanker and a passenger ship, "This means more growth for the union and more jobs for us," he said. Educational director told crew that meetings were being held at each port to inform members, spouses and dependents about changes to costs of health care benefits. No beefs or disputed OT reported. Treasurer stated more than \$200 available in ship's fund, possibly for DVDs. Suggestion made to raise pension and lower age required to retire.

MAERSK RHODE ISLAND

(Maersk Line Limited), April 1—Chairman **Stephen J. Argay**, Secretary **Army J. Leake**, Educational Director **William Pough**, Engine Delegate **George R. Moxley**, Steward Delegate **Craig S. Croft**. Chairman reported that during shipyard period, mess areas will be locked after each meal and overnight. Educational director informed crew that schedule for upgrading courses at Paul Hall Center are in each issue of *Seafarers LOG*. He urged them to check expiration dates on documents needed for shipping. No beefs or disputed OT reported. Suggestion made regarding age and seetime requirements needed to receive full pension benefits. Vote of thanks given to steward department for outstanding food and service. Next port: Gibraltar.

WALTER J. MCCARTHY JR.

(American Steamship Company), April 25—Chairman **Michael L. Schaff**, Secretary **Dariusz T. Czeczynski**, Educational Director **John F. Bonifas**. Chairman reviewed matters discussed at winter bosun's meeting in Algonac. He also talked about importance of safety at sea and encouraged members to donate to SPAD and MDL. Educational director encouraged crew members to check *Seafarers LOG* for information on classes available at Paul Hall Center. No beefs or disputed OT reported. Deck delegate reminded crew to keep shipping credentials up to date.

CAPE INTREPID

(Crowley Liner Services), May 8—Chairman **Michael Brewley**, Secretary **Christopher B. Amigable**, Educational Director **Phillip L. Greenwell**, Engine Delegate **William E. Cassel**, Steward Delegate **Emilia L. Woodin**. Chairman announced payoff May 11 in Jacksonville and will then head to Tacoma, Wash. Secretary asked for everyone's assistance in keeping ship clean. Educational director urged mariners to upgrade skills at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Crew members requested new mattresses for everyone, parts for coffee machine and more information on pension

plan. Vote of thanks given to steward department for delicious food, especially freshly baked goodies.

CAPE KENNEDY

(Keystone Shipping), May 20—Chairman **Donald Byrd**, Secretary **Eddie W. Taylor**, Educational Director **Anton Popescu**. Chairman advised all mariners to keep documents current and contribute to SPAD. Secretary encouraged crew to always think of safety while working aboard ship. Educational director urged members to upgrade skills at Piney Point school. No beefs or disputed OT reported. Crew members requested computer be set up in steward's office that could be used for e-mailing family and friends. Crew thanked Captain Galgano for keeping them informed and supplying daily newspapers. Next ports: Beaumont, Texas; New Orleans, La.

HORIZON PRODUCER

(Horizon Lines), May 1—Chairman **Joel A. Lechel**, Secretary **Danny A. Brown**, Educational Director **Angel S. Hernandez**, Deck Delegate **Alvin V. Jackson**, Engine Delegate **Greg Alvarez**, Steward Delegate **Fernando L. Vega**. Chairman announced payoff May 6 in Jacksonville, Fla. He led discussion about changes made to medical benefits and assured crew any questions would be addressed by boarding patrolman. He also suggested that z-cards should be renewed well before expiration date to ensure no disruption of sailing. Educational director requested full explanation of changes to benefit plan to pass on to crew. Treasurer said contributions are welcome to continue satellite TV and radio. No beefs or disputed OT reported. Suggestion made regarding member control over investments of Seafarers Money Purchase Pension Plan. New dryer installed in crew laundry. Seafarers were asked to keep room clean and follow separation of trash policy aboard vessel. Vote of thanks given to Steward Vega and his department for great pig roast. Crew also recognized Apprentices **Robert Noble** and **Kenneth Thompson** for their hard work. Next port: San Juan, P.R.

INTEGRITY

(Maersk Line Limited), May 13—Chairman

Domingo Leon Jr., Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **John C. Wagner**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Rodrigo Jimenez**. Bosun announced May 19 payoff in Houston following stop in Charleston, S.C. He thanked crew for an excellent trip. Secretary expressed gratitude to all hands for helping keep ship clean, especially **GUDE Richard Gould** for tending to living area. Educational director stressed need for keeping safe work area and eliminate tripping hazards. No beefs or disputed OT reported. Suggestion made to have just one standard contract for freight ships and one for tankers. Crew requested written clarification on new medical care benefits. Thanks given to steward department for excellent food, to QMED and electrician for keeping galley equipment in good working order and to bosun for maintaining decks. Next ports: Charleston, S.C.; Houston and Freeport, Texas; Miami, Fla.

JOHN L. BOLAND

(American Steamship Company), May 16—Chairman **Michael J. Keogh**, Secretary **Earl N. Hicks**, Educational Director **Martin L. Hochstafel**, Engine Delegate **David E. Werda**. Chairman reported that company safety director came aboard ship recently to talk to members. He asked that everyone be extra careful to avoid accidents. Secretary reminded crew about importance of contributing to SPAD and MDL. Educational director encouraged mariners to check expiration dates on all shipping documents. Steward department thanked fellow crew members for helping keep galley and messroom clean at night. No beefs or disputed OT reported. Port agent's report about passports was read and discussed, and Union Plus literature was distributed. Crew members informed that water taxi service has been arranged while in Detroit at G.L. Steel. Discussion held on changes to medical plan. Next port: Toledo, Ohio.

METEOR

(Maersk Line Limited), May 9—Chairman **Stephen Kastel**, Secretary **Peter J. Schmitt**, Educational Director **Christopher**

L. Earhart, Steward Delegate **Claudia Mauricio**. Chairman announced payoff May 10 in Los Angeles. He reminded departing mariners to leave rooms tidy for next person. Secretary thanked crew for helping keep messrooms clean. Educational director encouraged crew to take advantage of Paul Hall Center this summer whether for vacation or upgrading, and to keep shipping documents current. Treasurer stated BBQ and TVs being purchased soon. Suggestion made to request that seamen's clubs overseas coordinate hours with ship arrivals. No beefs or disputed OT reported.

PATRIOT

(Maersk Line Limited), May 1—Chairman **George B. Khan**, Secretary **Robin D. Ballard**, Educational Director **Phillip A. Curtis**, Deck Delegate **Lloyd B. La Beach Jr.**, Engine Delegate **Sjarifudin Noor**. Chairman reported no news yet on reflagging of vessel. Secretary thanked bosun and day worker for taking care of all repairs. No beefs or disputed OT reported. Educational director informed crew members that listing of courses offered at the SIU-affiliated training center in Piney Point is available in *Seafarers LOG* each month. New TV for lounge has been ordered and is to arrive in Hong Kong. Suggestion made to change formula by which pension benefits are established. Vote of thanks given to steward department for great food. Next port and port of payoff: Ensenada, Mexico.

USNS SISLER

(Maersk Line Limited), May 2—Chairman **Eddie L. Thomas**, Secretary **Susan K. Bowman**, Educational Director **Timothy A. Chestnut**, Deck Delegate **Abdul R. Hasan**, Steward Delegate **Efren Matias**. Chairman thanked steward department for job well done. Secretary encouraged mariners to use mail order prescription forms to send for medications. Educational director talked about upgrading at Paul Hall Center and importance of contributing to SPAD. No beefs or disputed OT reported. Suggestion made to set up schedule for video library; bosun offered to manage it. Request made for soda machines. Next port and port of payoff: Beaumont, Texas.

SIU-Crewed Sealand Express Makes Final Voyage



Recertified Steward Robert Davis makes it look easy as he whips up a condiment for the upcoming meal.



On Feb. 24, 2005, the *Sealand Express* began its last voyage as an SIU-contracted vessel. One month later, on March 25 in the port of Genoa, Italy, the ship was turned over to its new foreign crew, and the American crew members flew home.

According to Recertified Steward **Robert Davis**, who sent these photos to the *LOG*, on the way to Genoa, the ship carried five Indian passengers who were to be replacement officers. They had nothing but praise for the entire galley gang and the quality of the food as well as the variety of items in the salad bar. Capt. Robert

Lamb and the rest of the crew gave special thanks to each steward department member for a job well done.

Left: Chief Cook Connie Tarplin prepares her delicious fish fry.



The galley gang poses with Capt. Robert Lamb on a beautiful day aboard ship in the Mediterranean. From the left are Captain Lamb, Chief Cook Connie Tarplin, Recertified Steward Robert Davis and SA Dominic Dumlaio.



Steward Assistant Dominic Dumlaio pitches in and preps for the noon meal: cheeseburgers.

Letter 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.)

Sailors' Snug Harbor Announces Sale of Retirement Facility

In an effort to keep as many seamen—retired and active—as informed as possible, F. Patrick Ausband, the executive director of The Sailors' Snug Harbor in Sea Level, N.C., has requested that the following press release be shared with the SIU membership.

The Trustees of The Sailors' Snug Harbor have announced the sale of the retirement facility located in Sea Level, N.C., which they have owned and operated since 1976. The transaction is part of a strategy formulated in the early 1990s to better leverage the

Scholarship Winners Announced

Continued from page 7

ing and tutoring at the elementary school, helping a drug recovery center with a Christmas tree sale and assisting with Kids Vote Hawaii during the elections.

Viernes has a passion for graphic design and graphic communications, but he will most likely pursue the field of electrical engineering which, he believes, will allow him to be involved with the testing and creation of new technologies that will benefit people and make their lives easier. To that end, he has applied to the University of Washington, University of Hawaii and San Jose State University.

The 18-year-old is the son of Nora and Leopoldo Viernes Jr., an SIU member since 1987 who currently sails as an AB aboard the *Horizon Trader*.

assets of the Trust and to provide expanded assistance to a larger number of retired seamen in their own homes and in facilities around the country. Plans for the sale have been widely discussed with the maritime public for several years. Terms of the sale insure the continued care of current residents and future seamen who wish to retire at the Sea Level facility.

... In 1990, the Trustees undertook a comprehensive study of eligible potential beneficiaries to determine why seamen were not seeking admission and what additional ways could be developed to provide help to a larger segment of aging mariners....It was determined that there were approximately 25,000 mariners eligible for admission at that time. Over two-thirds of that number were married and most were not at all interested in leaving spouses and/or families.... Of the remaining one-third, most had been married and many had children or other family members residing in the area where they had elected to retire. The information uncovered by Trustees revealed, however, that there were still a number of seamen with financial problems. After considerable study and discussion, the Trustees elected to create a pilot project to provide stipendiary assistance—money paid to service providers or vendors—on behalf of retired seamen to allow them to “age in place.”

Because the Trustees are New York-based, the pilot project was restricted to the New York City area. After a year of operation, the Trustees were satisfied that the approach was a sensible and solid one.... Data revealed that the recipients were very pleased with the assistance they were receiving, providing them a higher quality of life in retirement, and all stated that the program approach was quite “user friendly.”

Armed with that information and enthused that the “portability” of the program could allow them to continue helping retired seamen everywhere, the Trustees engaged a law firm in New York to petition the Surrogate's Court to change the will to develop the Outreach Assistance program as the primary way seamen would receive help

from the Trust in the future....

The Trustees expected the decline in census to accelerate when seamen had the opportunity to receive help at home. This did, in fact, happen and plans were made to sell the facility to another operator who would contract with the Trustees for the continued care of seamen in residence and for those who desired to come in the future. As these efforts initially proved unsuccessful, the Trustees formed a wholly-owned subsidiary corporation in 2001 to allow the admittance of the paying public. The number of seamen in the 120-bed facility was down to 59 by that time.

After four years of operating under the subsidiary corporation, the census rose to over 100 with approximately half of the residents being non-seafarers. The integration of persons from different backgrounds into the seamen's home proved to be smoother than anticipated and beneficial in virtually all respects.

After two years of negotiations, the Trustees have sold the retirement facility to a small group of private investors.... Seamen will always be welcome and will, in fact, have the highest priority for admission. In other words, should there ever be a waiting list for admission, any seaman desiring admission will go to the top of the list. The new owners have also agreed to keep staffing patterns at the same high rate they have been, thus ensuring high quality care. Even recreational events such as the weekly happy hour have been covered in the contractual agreement. The Trustees, in turn, will continue to inspect the facility at Sea Level and assure that mariners are provided a beautiful retirement facility and excellent medical and nursing care.

It is the intent and desire of the new owners of the facility to actively market for mariner residents while the Trust will continue to offer outreach assistance for those in need of help but desire to remain in their own homes....

All those interested in obtaining more information about the *Mariners Outreach Assistance Program* or admission to the residential facility in Sea Level, N.C. may call 1-800-257-5456 or e-mail: www.thesailorssnugharbor.com.

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.

Former Seafarer's 'Modern Stories' Offers Entertainment and Insights

Capt. Kelly Sweeney, a former SIU member and current master mariner, pulls no punches in his newly released book, “From the Bridge—Authentic Modern Sea Stories.”

The 188-page paperback is packed with crisp anecdotes, strong opinions and learned insights into shipboard life in the U.S. Merchant Marine. It is a compilation of monthly columns written by Sweeney for *Pacific Maritime Magazine*.

Sweeney sailed with the SIU in the deck department from 1983-85. He credits the late SIU Vice President George McCartney with helping him solidify his seafaring career (which continues today), and recalls that SIU Wilmington Port Agent John Cox was one of his first shipmates.

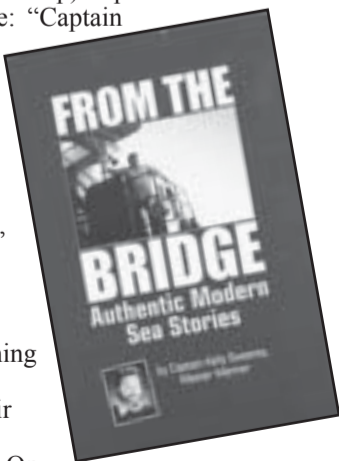
“The SIU gave me my start, and I'll never forget it,” Sweeney stated. “When I needed a break, the SIU gave me that break and got me started. In my opinion, the SIU has only gotten better—more jobs, great school and on a forward-looking mission.”

Sweeney is equally candid and not afraid to criticize in “From the Bridge.” He tackles a wide range of subjects including crew sizes, the amended STCW convention, piracy, entry training, holidays at sea, gender equality and much more.

The book includes photos and in a few different chapters briefly mentions the SIU and its affiliated Paul Hall Center for Maritime Training and Education.

A news release from the book's publisher (Philips Publishing Group) captured the volume's flavor with this line: “Captain Sweeney distills the essence of a mariner's life for us in this compilation of stories.”

“From the Bridge—Authentic Modern Sea Stories” sells for \$15.95 (not including shipping) and may be ordered from Philips Publishing Group at (206) 284-8285 or through their web site (www.pacmar.com). On the web site, a PDF-format order form is available.



Captain Sweeney's book offers a firsthand look into life at sea.

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. through the end of this year. 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	July 11	August 5
	August 22	September 16
	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 22	August 26
	October 24	October 28
Bridge Resource Management (Unlimited)	November 14	November 18
Celestial Navigation	July 18	August 11
GMDSS (Simulator)	August 29	September 9
	October 31	November 11
Lifeboatman/Water Survival	August 8	August 19
	September 19	September 30
	October 29	November 11
Radar	August 8	August 17
	October 10	October 19
Radar Renewal (1 day):	August 29, October 31	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning May 30, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	September 19	November 11
Welding	August 22	September 9
	September 19	October 7
	October 24	November 11
	October 31	November 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	July 18	July 29
Government Vessels	July 4	July 8
	August 8	August 12
	August 22	August 26
	September 26	September 30
	October 31	November 4
Medical Care Provider	November 14	November 18
	August 1	August 5
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	August 1	August 11
	September 26	October 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 17	October 21

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED Junior Engineer, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) 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 662 — Graduating from the water survival class are unlicensed apprentices from class 662 (from left, front row) Robert James, Adrian Taylor, David Spaulding, David Maisonet, Christopher Doucet, Blake Pullins, David Vandecar, Mario Moralita, (second row) Terry Lane, David Anderson, Justin Jarmolowicz, Scott Jones, Troy Sullivan, Patrick Guertin, David Bennett, Mark Fitzgerald, Robert Hardesty, (back row) Renaudo Pierce, Jack Gainers, Samuel Thatcher, Romeko Fly, Roger Dillinger, Willie Lewis, Oscar Pena, Dean Bettis and Geoffrey Hull.



Small Arms Training — Completing the small arms training course April 29 are unlicensed apprentices in Phase III of their program. They are (in alphabetical order) Fausto Aranda, Audania Bomar, Billie Munoz, Karberto Ramos, Edgar Reed, Timothy Reiman, Anthony Roca, James Ruffin, Benny Samosan, William Sanchez, Gabriel Santa and Jon Silveira. Their instructor, Robbie Springer, is at far left.



ARPA — The three Seafarers completing the ARPA course April 22 are (in alphabetical order) Ato Aikins, Shannon Smith and Michael Worthington. Their instructor, Mike Smith, is at far left.



Chief Cook — Working their way up the culinary ladder are graduates of the chief cooks class (in no specific order) Jaime Austria, Fatir Muhammad, Darlene Steede, Gerald Joseph and Benjamin Ines.



Welding — Under the instruction of Buzzy Andrews (center, back row) are students who completed the welding course April 29. They are R.J. Rowland, Jordan Cuddy, Gary Ranne, Alshea Dixon, Kris Bechtel, Daniel Link, Daniel Borden and Edward Fore. (Note: Not all are pictured.)



Specially Trained OS — With Stacey Harris (not pictured) as their instructor, the following students completed the STOS course April 22. They are (in no specific order) Elliott Del Aguila, Victor Nunez, Kenneth Johnson, Louis Kramm, Audania Bomar, Craig Burmeister, Calvin Andrews Jr., Perry King, John Kelly, Steven Hurden, Steven Cedres, Norman Dize and Richard Green.



Specially Trained OS — Receiving their certificates of completion April 22 from instructor Brad Wheeler (fourth from left) are (in no specific order) Anthony Roca, Jon Silveira, Samuel Miller, Patrick Ryan, Karberto Romos, Timothy Littles, Nelson Smith, Michael Rodriguez, Adam Ramey, Billie Munoz, Nigel Williams and James Ruffin.

Computer Lab Classes



On April 22, Robert Austin received his certificate of achievement for completing the Computer Basics course. With him is Instructor Rick Prucha.



Basic Auxiliary Plant Operations — April 22 was graduation day for students in the basic auxiliary plant operations class. They are (in no specific order) Tim Rieman, Robert Ott, Dean Parks, Stanley Smith, Richard Frederick, Leandro Cacho, Freddy DeCoteau, Michael Hill, Jonathan Singleton, Tim Johnson II, Brian Joyner, Brandon Granger, Ian Manthey, Ken Johnson, Garfield Persley Jr., Michael Warner and William Burdette.

Paul Hall Center Classes



Water Survival —
Alaska Fishermen, April 22: Tracy Hanson, William Sanborn, Robert Mober, Dennis Parsons, Garry Smock, Oliver Fronteras, Nicolas Macaraeg Jr., Richard Pelkey, Christopher Demmert, Steve Cooper and Michael Moody.



Water Survival — NCL, April 29: Michael Maldonado, Rodrigo Santos, Andrew Sparks, Endra Hartanto, Jose Quinones, Karen Gillespie, Gina Forneris, Daniel Bryan, Claude Fowler Jr., Alexandra Stafford, Robert Dunlap, Tegnear Butler, James Gouveia Jr. and Shantell Thomas.

Basic Safety Training Classes



STCW— April 22: Jamal Sailan, Ross Waisanen, Timothy Brock, James Demouy, Christopher Edyvean and Tracy Hill. Their instructor, Tony Sevilla, is at far right.



STCW — NCL, April 22: Ofeibia Laud-Darku, Kenneth McDowell, Alexander Rust, Mitch Rosen, Valerie Lucidon, Michael Maldonado, Jamaica Robert, Troy Powell, Kelly McLaughlin, Geoffrey Pitts, Jose Quinones, Sean Langenberg, Cory McGeehon, Scott Moore, Larry O'Neal, Joshua Roberson, Joseph Romero, Mary Rivera, Allen Mallari, Brandon McCowan, Anthony Miller, Chen Lem and Ered Matthew.



STCW — NCL, April 22: Erin Adams, Gerard Alcantara, Christian Baca, Phillip Best, Carol Bingley, Kristen Blinkhorn, Vickie Boehmer, Eric Bolinger, Lory Bueno, Allison Carpenter, Andrew Case, Quinn Challinor, Elizabeth Chatham, Adam Clark, Jason Cole, Howard Cook, Cordi Coward-Stringfellow, Fanny Defais, Robert Delao, Louvenia Denmark, Denis Doerfler, Nicholas Dolce, Lacey Doolin and Nicholas Duncan.



STCW — NCL, April 22: Julio Sablan, Josue Sanchez, Ren Sanders-Mills, Tawana Santiago, Rodrigo Santos, Krishanna Scotland, D-An Smith, Hollie Smith, Karima Smith, Andrew Sparks, Alexandra Stafford, Evan Stephenson, Carolyn Stone, Guadalupe Tapia, Shaaaaaaaaantell Thomas, Jonah Townsdin, Yvonne Turner, Cody Vick, Terrance Welte, Monique West, Chinatbu Williams, Noel Wong, Kristi Woodruff and Edwardo Zuniga.



STCW — NCL, April 22: Robert Dunlap, Robert Duvall, Alejandro Escobedo, Richard Fisher III, Gina Forneris, Jacquelyn Fortini, Claude Fowler Jr., Tiffany George, Christopher Giffen, Karen Gillespie, James Gouveia Jr., Robert Haden, Jennifer Hall, Peter Hamilton, Carl Higgins Jr., Peter Ibanez, Victor John, Shamean Johnson, Christopher Jolly, Debra Jones, Logan Keith, Andrew Kemp, Laura Kratz, Michelle Lane and Marshall Keyes Jr.



STCW — NCL, April 29: Seth Alechko, Kuang An, Lucretia Anders, Mark Anglemyer Jr., Samantha Baker, Michael Barnes, Phylcia Bell, Style Bell, Eliezer Berger, Robert Bia, James Brown, Aaron Campos, Michael Canning, Kathryn Cardwell, Michael Ceraso, Betty Chambers, Cecilia Chan, Kimberly Chesnutt, Janice Clemons, Nicole Calcagno and James Cowan.

Around the Port of Wilmington



FUNERAL OF LABOR LEADER: SIU Wilmington Port Agent John Cox (right) and Patrolman Andrew Linares join thousands of union members, labor and community activists and public officials at the funeral of Miguel Contreras, LCLAA Executive Board Member and Executive Secretary-Treasurer for Los Angeles County Federation of Labor. The labor leader died May 6.



JEAN ANNE: The SIU-crewed car carrier *Jean Anne* (above) entered service in the Jones Act trades between California and the Hawaiian islands last March. It is the first pure car and truck carrier to be built in the U.S. and the first such vessel to service this particular trade. The new vessel recently was in San Diego where these photos were taken. Above left is the 100-ton stern ramp, painted on the outside with pictures of cars and trucks. At right, aboard the vessel, are (from the left) Electrician Allen Jones, SIU Patrolman Andrew Linares, Bosun Daniel Davenport and Steward Samuel Sinclair.



ALASKAN FRONTIER: Recertified Bosun Carlos Loureiro (above) checks out the latest copy of the *Seafarers LOG* during a recent stop in Wilmington, while (left) an AB attends to his work aboard the Seafarers-contracted vessel operated by Alaska Tanker Company for BP. At right are the ship's chairman, Greg Lynch (left) and the steward delegate, Justo Reyes (right).



MARITIME DAY: A wreath was presented by the SIU at the annual Maritime Day ceremony and luncheon, hosted by the American Merchant Marine Veterans Memorial Committee. The May 22 event took place at the San Pedro AMMV memorial. Standing with the wreath are Wilmington Port Agent John Cox (left) and dispatcher Nick Rios.



DEFENDER: The port of Los Angeles was the final payoff for the crew of the *Defender* before the ship was to be reflagged. Crew members (above and at right) completed their paperwork at the meeting, which was attended by Port Agent John Cox and Patrolman Andrew Linares. The ship is being replaced with a newer SIU-crewed vessel.

