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“It’s important for presidents to embrace the Jones Act. I have supported the Jones Act and will continue to do so.”

**President George W. Bush
September 4, 2006**



The SIU and its affiliated training facility were complimented by President George W. Bush on Labor Day when the commander-in-chief visited Piney Point, Md. to give a speech in which he also reaffirmed strong backing of the U.S. maritime industry (as reflected in his comments about the Jones Act, above). SIU President Michael Sacco (left in photo at right) introduced President Bush, whose administration consistently has supported the U.S. Merchant Marine. Before addressing the crowd at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education, President Bush took the wheel inside the full mission bridge simulator. Pages 2, 3, 12 and 13.



President's Report

Supporting the Jones Act

Nine words.

That's all it took for President Bush to bring his administration's support of the domestic fleet into national focus.



Michael Sacco

Speaking at the SIU's affiliated training facility on Labor Day, the president stated, "It's important for presidents to embrace the Jones Act."

He also pledged to continue backing the Jones Act, a law that requires cargo moving between domestic ports to be carried on ships that are crewed, built, owned and flagged American.

No one who worked in our industry in the mid-1990s would take such statements lightly. Back then, the Jones Act was under severe attack from foreign-flag interests who were out to sink the domestic American-flag fleet. Those foreign entities and their U.S. front men were vicious, but they also were slick. They launched an expensive campaign of disinformation which unfortunately gained footing among some members of Congress.

The threat was quite real and very significant. Bills were introduced to weaken or wipe out the Jones Act, which has served our nation's best interests since its enactment in 1920 as part of the U.S. Merchant Marine Act. Some of those bills picked up more than a few cosponsors, as did related proposed legislation also designed to cripple the American-flag fleet.

Our industry responded in part by forming the Maritime Cabotage Task Force or MCTF, a group described as the most broad-based coalition the American maritime industry has ever put together to promote laws guarding our nation's right to control the maritime traffic within our borders. The SIU proudly signed on as a charter member and today remains one of the MCTF's more than 350 members—a group including the Maritime Trades Department, other maritime unions, vessel owners and operators, shipyards, trade associations, pro-defense groups and many others.

With the truth on our side, we set the record straight on what the Jones Act and other cabotage laws mean to America's national and economic security. We produced trustworthy studies that demonstrated how America's Jones Act fleet is the foundation of the world's safest and most efficient transportation system. By 1997, a majority of House members once again publicly endorsed the Jones Act, and the threat from that particular era had been extinguished.

Today, support for our cabotage regulations is strong, both in the administration and in Congress. For proof, look no further than the president's Labor Day statements and the current orders for new U.S.-flag tankers in Philadelphia and San Diego—at least 19 ships in all. Businesses simply don't make those kinds of investments unless they're confident. In this case, they are confident in America's ability to build good ships, provide safe crews and uphold the laws that help preserve our U.S. Merchant Marine at a dangerous period in history when our nation simply cannot afford to be without one.

Of course, the attacks haven't completely gone away. Pro-maritime political candidates in Hawaii are fighting off pesky attempts to diminish the time-tested laws that help maintain a pool of well-trained, loyal, U.S. citizen crews. Other salvos are fired from time to time, normally on a small scale but always with the threat that even a small weakening of the Jones Act ultimately could lead to disaster.

It's also worth mentioning that last year around this time, the MCTF effectively let the federal government know that the Jones Act fleet unquestionably can meet our nation's domestic maritime transportation needs, both during routine times and in crises like the ones right after Hurricanes Katrina and Rita. The coalition approached a delicate and difficult situation and turned it into a positive for our industry, from the standpoint of educating legislators and others about the sometimes underestimated capacity of the domestic fleet.

Even with that relatively brief bit of background, you can see why President Bush's words about the Jones Act last month mean so much. His statements are a testament to the importance and effectiveness of the Jones Act as well as the reliability of the crew members and ship operators and others who keep the domestic fleet afloat.

To the rank-and-file members and retirees of our union, I thank all of you—because you are a big part of the reason why the President of the United States can stand up for the U.S.-flag merchant fleet.

Crowley Building 4 More ATBs

Four new builds are on the horizon for SIU-contracted Crowley Maritime Corp.

Officials from the company's vessel management services division last month announced the signing of a contract to build four more articulated tug-barge (ATB), 185,000-barrel tank vessels. The new vessels are slated to be built at Halter Marine in Pascagoula, Miss. and then delivered in six-month intervals between the first half of 2009 and the end of 2010. Including owner-furnished equipment, they will have an estimated delivered cost of \$236 million.

The four new ATBs (*Pride/650-7*, *Achievement/650-8*, *Innovation/650-9* and *Vision/650-10*) will be operated by Crowley's petroleum services segment as they are completed. These four new vessels will bring Crowley's total ATB fleet to 14, consisting of four 155,000-barrel and ten 185,000-barrel ATBs. Four of Crowley's 155,000-barrel vessels, the *Sea Reliance/550-1*, *Sound Reliance/550-2*, *Ocean Reliance/550-3* and *Coastal Reliance/550-4* have each made more than 100 successful voyages and moved over 75 million barrels of product with zero spills in the last four years, averaging approximately 21 million barrels moved a year.

The first of the 185,000-barrel ATBs, *Pacific Reliance/650-1* was christened at the end of March. The second vessel of this type, *Gulf Reliance* has been delivered and the *650-2* is under construction for Crowley in Mississippi and is scheduled for delivery in the fourth quarter of 2006. The remaining vessels contracted in 2005 (*Resolve/650-3*, *Commitment/650-4*, *Courage/650-5* and *Integrity/650-6*) will be delivered by 2008.

"It's always good news when new tonnage enters the U.S.-flag fleet," said SIU Vice President Contracts George Tricker. "Crowley has a great safety record and our crews are dedicated, productive, safe and reliable—all of which goes hand-in-hand with what the company depends on."

"We have received extremely positive feedback from our customers on our ATBs," said Tom Crowley Jr., company chairman, president and CEO. "The first 10 ATBs have all been chartered, and we are extending the 650 series to meet additional demand for this class vessel as soon as possi-

ble. These vessels offer compelling economics and exceptional safety and performance."

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis or plane in the critical area of fore and aft pitch. The four tugs being built under the new contract will be interchangeable with the other tugs in the company's ATB fleet. The 185,000-barrel barges will be substantially identical to those currently under construction.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it can also carry heated cargoes and easy chemicals, which require special arrangements of vents, stripping systems, pump components and tank coatings not required of product carriers.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges will be 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft will be 30 feet.

There is an electrically driven cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations, and a vacuum system with three retention tanks to easily handle cargo changes. There also is a dual mode inert gas system and vapor collection system for maximum safety. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam capable fire monitor; twin heavy fuel engines; a noise reduction package and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today.

Seafarers Vote on Amendments

Voting began Sept. 1 for the purpose of amending the constitution of the Seafarers International Union/AGLIWD/NMU. As previously reported, SIU members may cast secret ballots at union halls or by mail through Oct. 31, 2006.

A constitutional committee was elected at the June 5, 2006 membership meeting in Piney Point, Md., in accordance with Article XXV, Section 2 of the constitution. The members of that committee studied proposed amendments to the constitution that had been submitted by the executive board, and the committee recommended that the changes be approved and brought to a vote by the membership. The full text of their report was published in the August issue of the *Seafarers LOG* and was presented to the membership at membership meetings.

Some of the proposed changes include a modification of the types of mail services that may be utilized for union election cycles (reflecting the increased use of overnight mail and similar ser-

Right: Voting at the Honolulu hall is Electrician Efrén Villarosa. Port Agent Neil Dietz is at right.



Securing their ballots at the Baltimore hall are (from left) AB Nestor Agcaoili, AB Kim Brown and Chief Steward Robert Brown.

vices and the decline of telegrams); creation of a "retiree members" class, retroactive to

Jan. 1, 2006; elimination of the position of vice-president at large from the list of elected officers (to take place after the positions are vacated by current officeholders); and a change in the port address of the San Francisco hall.

Seafarers eligible to take part in this vote are full-book members in good standing. The eligibility standard is spelled out in the union's governing document, the constitution.

AB Walter Lichota (left) receives his ballot from Port Agent Neil Dietz.



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President Bush Credits SIU, School

Labor Day Speech Includes Strong Praise for Union, Paul Hall Center

The SIU and its affiliated training facility received accolades from President Bush on Labor Day, as the commander-in-chief stopped in Piney Point, Md. to deliver an upbeat speech in which he also expressed strong support for the U.S. maritime industry.

SIU President Michael Sacco introduced President Bush, whose administration consistently has backed the U.S. Merchant Marine.

The outdoor Labor Day address took place shortly before noon Sept. 4 at the Paul Hall Center for Maritime Training and Education, with approximately 700 students, staff members, industry representatives and other guests in the audience. President Bush flew in Marine One from Washington, D.C. to the Southern Maryland campus, where he toured the simulator building—including a turn at the wheel inside the full mission bridge simulator—and then addressed the crowd near the shore, by the training vessel *Osprey*. He was flanked on stage by unlicensed apprentices, upgraders and students enrolled in NCL America training at the Paul Hall Center.

Afterward, President Bush leisurely met with students and others from the audience, posing for photos, shaking hands and signing autographs. He mingled for nearly 30 minutes, an unusually long time according to individuals who have attended other White House events.

In a brief but enthusiastic introduction, SIU President Sacco described President Bush as “a true friend of the U.S. Merchant Marine. His leadership has created thousands and thousands of jobs in the U.S.-flag fleet, which in turn has improved America’s



In photo at left, SIU President Michael Sacco introduces President Bush to the Paul Hall Center crowd on Labor Day. At right, flanked by students from the Seafarers-affiliated school, President Bush notes the importance of proper training and how it benefits workers and the economy.



national and economic security.”

President Bush wasted no time expressing his admiration for both the union and the school.

“I didn’t realize how strong your facilities are,” he stated. “I wasn’t sure what to expect, but this is a fantastic facility. It speaks to your leadership, and the leadership and the importance of your union. And so, here on Labor Day, I say to the union members who are here, happy Labor Day, and thanks for supporting leadership that is progressive, smart, capable, and has your best interests at heart.”

Describing his firsthand experience in the bridge simulator and his tour of the engine simulator, President Bush called it “one of the most amazing training tools I have ever seen. It shows this union’s commitment, along with industry’s commitment, to making sure that those who pilot the

boats (and) those who are engineers on the boats have the absolute best training possible.

“I applaud the Seafarers Union and I applaud the employers working together to make sure that those who work for a living have what it takes to be competitive. We’ve got to make sure that’s the case throughout all the work force.”

Speaking of the nation’s maritime policies, he added, “It’s important for presidents to embrace the Jones Act. I have, (for) five-and-a-half years as the president, supported the Jones Act and will continue to do so.”

During the rest of his 11-minute, nationally televised remarks, President Bush discussed what he described as pro-growth economic policies that promote job expansion, including tax relief. He touched on the need for less reliance on foreign oil and the concurrent importance of

developing technologies for energy sources.

In an apparent nod toward fair trade, he also stated, “One of the ways to make sure that we’re a competitive nation is to continue opening up markets for U.S. products. If I was somebody who was driving a ship or an engineer on a ship, I’d want to hear a president say, ‘We want you to be selling U.S. products—transporting U.S. products around the world.’ And my message to the world is this: Just treat us the way we treat you. That’s all we expect. We just want the rules to be fair—because I believe this country can compete with anybody, any time, anywhere, so

long as the rules are fair.”

Early in his speech, President Bush noted that he had been scheduled to visit the school on Labor Day 2005, but had to cancel that trip due to Hurricane Katrina. He said he was “thrilled” to be invited again and “couldn’t wait to say yes.”

He credited American workers with helping make the U.S. “the economic leader in the world” and asserted that proper training is vital to the nation’s wellbeing. “It starts with making sure our workers have the skills necessary to compete in the 21st century. That’s one of the primary reasons I came to this facility.”

See pages 12-13 for more photos from the Labor Day event.

Crescent Adds Tug ‘Noon Wednesday’

Seafarers-contracted Crescent Towing earlier this year added a twin-screw harbor tug to the segment of its fleet that is based in Mobile, Ala.

The *Noon Wednesday* features a modern design and state-of-the-art equipment, noted SIU Mobile Port Agent Ed Kelly, who attended the tug’s christening May 17.

“It’s an outright addition to the fleet, and it might be the widest tug I’ve ever been on,” said Kelly.

The *Noon Wednesday* is 75 feet long and 40 feet wide. It was delivered in May and quickly demonstrated its capabilities. According to news reports, a barge sank in Mobile’s ship channel during Memorial Day weekend. The day after the holiday, with the channel reopened, the new tug helped move a dozen



Celebrating the christening in Mobile, Ala. are company officials and Seafarers (from left) Engineer Jason Johnston, Deckhand John Brock, Deckhand Timothy McKibbin, Cooper Marine (Crescent’s parent company) President Angus Cooper, SIU Port Agent Ed Kelly, Captain Bo Tucker, Crescent VP Tadd Willcutt, Engineer Michael Hurst, Engineer Johnny Johnston, Deckhand Gerald Beuk, Captain Ronnie Walker, Port Chaplain Bernie Maret and Deckhand Josh Burns.

vessels, according to an article in *Workboat* magazine.

“She’s got a squatty body,” Crescent Vice President Prentiss (Tadd) Willcutt told the publication. “We have such tight turns here in Mobile, and we have to put them in those finger piers. It’s not like the mile-wide Mississippi River.”

The new boat’s

features include a pilothouse with 360-degree visibility and twin EMD 16-645 diesels producing a combined 4,500 hp at 900 rpm. The tug’s running speed is 12.5 knots; it can hold 30,000 gallons of fuel.

“It’s got everything you’d expect and hope for in a modern tugboat and it has been very well-received here in Mobile,” added Kelly, who also pointed out that the christening took place precisely at noon on a Wednesday.



Left: The *Noon Wednesday* joined Crescent Towing’s fleet this summer.

Industry Awaits Final TWIC, MMC Regs

Representatives from the SIU and its affiliated Paul Hall Center for Maritime Training and Education continue meeting with government and industry officials to help protect merchant mariners’ rights relative to the upcoming Transportation Worker Identification Credential (TWIC) and its related Merchant Mariner Qualification Credential (MMC).

At press time in late September, the industry still awaited the Department of Homeland Security’s final rulemakings on the aforementioned documents. Those regulations are expected to be issued in the very near future.

After issuing notices of proposed rulemakings in May, the government reportedly received 1,950 formal comments on the TWIC and relatively few on the MMC. The SIU issued comprehensive comments on both items and continues working with other U.S. maritime unions as well as the AFL-CIO Maritime Trades Department to ensure fair treatment for mariners.

“Naturally, the SIU will immediately and carefully deliberate on the final rulemakings when they are delivered,” stated SIU Secretary-Treasurer David Heindel. “We have treated this situation with utmost seriousness and urgency and will continue to do so.”

As reported last month, the comment period only has been extended for one component of the TWIC and MMC proposed rulemakings—specifically, the sections pertaining to ID card and reader technology. Ports and other businesses won’t have to install and use the card readers as quickly as first proposed, even though the government apparently will proceed with issuing TWICs to workers.

In its formal comments and in other communications, the SIU has emphasized that it completely backs the worthwhile goal of effective security aboard ship and in port, but has very legitimate concerns about certain aspects of the proposals for both the TWIC and the MMC.

Basically, the SIU (individually and also along with other maritime unions) recommends that a biometric identifier be added to the existing merchant mariner document, in accordance with requirements of the Maritime Transportation Security Act of 2002, and that such a modified card should be recognized as both a TWIC and an MMC. The rationale for such a proposal is clear-cut: Mariners already undergo strict background checks equal to or greater than those proposed for the TWIC and MMC programs, and the merchant mariner document itself is a proven, time-tested credential.

First Philadelphia Tanker Floated Out

OSG to Operate New Builds from Aker American Shipping

The float-out of union-contracted Aker Philadelphia Shipyard's first Veteran Class product tanker, Hull 005, took place Sept. 18.

The flooding of the yard's building dock floated the vessel off its keel blocks in advance of the ship's move to the facility's outfitting dock for some final touches in that phase of construction. The ship's entire structure has already been completed and its propeller and rudder also had been fitted as of mid-September. When fully completed, the 46,000 deadweight ton Veteran Class vessel will be the most modern product tanker in the U.S. domestic fleet, according to the shipyard.

Slated to be christened the *Overseas Houston* at the shipyard in November, the vessel will be the first in the yard's 10-ship,

double-hulled tanker build program for American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to SIU-contracted Overseas Shipholding Group (OSG). As reported earlier in the *LOG*, the keel for the second vessel in the U.S.-flag series—a ship scheduled for completion in 2007—was laid May 15. A week earlier, the shipyard started production on the third double-hulled tanker, cutting steel for the vessel which also is scheduled for completion next year.

All 10 of the vessels are expected to sail in the Jones Act market. Part of the Merchant Marine Act of 1920, the Jones Act (named in honor of its author, the late Senator Wesley Jones, R-Wash.) mandates that cargo moving between United States

ports is carried on U.S.-crewed, U.S.-flag, U.S.-owned and U.S.-built vessels.

Each of the new tankers will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. Each vessel will weigh 46,000 deadweight tons (dwt).

The tanker program was announced in April 2005. At that time the company pointed out that in the U.S. commercial shipbuilding sector, the order for 10 tankers was believed to be the largest of its kind. Also at that time, OSG President and CEO Morten Arntzen stated, "The 10-ship program is OSG's first giant step to building a world-class U.S.-flag shipping business."

More recently, OSG Senior Vice President Captain Robert Johnston stated that his company is exploring the possibil-



The first tanker in a 10-ship fleet being built at the Aker Philadelphia Shipyard was floated off its keel blocks Sept. 18.

ity of investing in as many as 17 new additional U.S.-flag ships.

Secret Mission, Open Kudos for SBX Crew

Twenty-six Seafarers recently were lauded for their contributions to the Department of Defense's Ground-Based Midcourse Defense (GMD) X-Band Radar (XBR) Project office while working aboard the Interocean American Shipping Corp.-operated SBX-1.

The SBX-1, during the period when the mariners earned the recognition, was involved in classified operations which had been mandated by the Department of Defense (DOD). The planning, training and execution of this mission ran from June 14 to July 5, 2006.

Army Col. John R. Fellows, of the DOD GMD Joint Program office, in a letter of appreciation to Interocean American Shipping



Military personnel hone their skills during a voyage.

which recognized the mariners, said in part:

"I would like to commend and express my sincere appreciation to your team for their outstanding contributions to the Ground-Based Midcourse Defense X-Band Radar Project office and to our nation. The SBX was tasked to perform a classified spe-

Left: The SBX-1 is self-propelled, but sometimes it is more efficient to catch a ride.



cial mission that was mandated by and in support of the Secretary of Defense...your team's assistance to this effort was superb. Their professionalism and dedication were evident throughout this critical event."

Receiving recognition were Bosuns **James Crate** and **Wes Slattery**; ABs **John Ulstrom**, **Greg Overstreet**, **Mark Bolitho** and **Christopher Yohe**; Ordinary Seamen **Matt Jenness** and **Gene Hoehn**; QMEDs **David Spaulding**, **Joseph Benavente**, **Jordan Cuddy** and **Victor Bunghart**;

Electricians **Kirk Benton** and **Frank Guenther**; QEE **Paul Mullersman** and **Wiper Bryan Fisher**.

Also honored were Steward/Baker **Bill Bragg**; Chief Cooks **Larry Pugh** and **Nancy Vaupel**; ACUs **Larinda Sawyer** and **Elba Alfaro**; and SAs **Terry Lane**, **Francis Fiorella**, **Steve Concepcion**, **Cindy Galarza** and **W. Carnell Frink**.

The SBX-1 is a unique combination of an advanced X-Band radar mounted aboard an ocean-going, semi-submersible platform. It provides the Ballistic Missile Defense System with a missile tracking and discrimination capability that can be positioned to cover any part of the globe to support both missile defense operations and testing. The platform is twin-hulled, self-propelled and very stable in rough seas and turbulent sea conditions. The platform's ocean-spanning mobility allows the radar to be repositioned as needed to support the various test scenarios envisioned for the Ballistic Missile Defense System or to



The SIU-crewed SBX-1 supports America's national security.

provide radar coverage of possible threat missile launches from anywhere in the world.

The Sea-Based X-Band Radar is 240 feet wide and 390 feet long. It towers more than 280 feet from its keel to the top of the radome and displaces nearly 50,000 tons. Larger than a football field, the main deck houses living quarters, workspaces, storage, power generation, a bridge and control rooms while providing the floor space and infrastructure necessary to support the radar antenna array, command, control and communications suites and an in-flight interceptor communication system data terminal.

USNS Red Cloud Receives 'Constant Care Award'

The SIU-crewed *USNS Red Cloud* recently was recognized for its outstanding record of safe operations since the vessel's delivery in 2000.



The Seafarers-crewed *USNS Red Cloud* offloads coalition combat equipment and supplies at Souda Bay, Greece, after returning from deployment in Iraq in May 2005.

The *USNS Red Cloud* is part of the U.S. Navy's Military Sealift Command fleet and is operated by Seafarers-contracted Maersk Line, Limited (MLL), which is based in Norfolk, Va.

The honor, the "Constant Care Award," recently was established to recognize vessels within the MLL fleet that have operated for at least five years without a lost time accident (LTA). According to the company, "Constant Care means being proactive, preparing for problems in advance, and taking the proper course to complete a task safely and efficiently."

The *Red Cloud* is the first vessel to achieve this significant milestone since the award's inception. The company pointed out that despite regularly scheduled crew rotations during the aforementioned five-year period, "the safety culture was passed on from crew member to crew member and continued to hold true. 'Constant Care' requires more

than safety training. It requires commitment and reinforcement."

On August 11, the award formally was presented by MLL Director of Operations Jerry Eker. SIU Vice President Government Services Kermet Mangram and SIU Norfolk Port Agent Georg Kenny joined Capt. George G. Galyo, USN, Commander, Sealift Logistics Command Atlantic, and others for the ceremony in Norfolk.

Capt. Christopher Begley noted that one of the primary reasons for the *USNS Red Cloud's* success is that officers and crew members view the vessel as their home, and they look out for one another as family. Both Mangram and Galyo praised the crew for their continued success.

During the past five years, the *Red Cloud* has logged more than one million nautical miles and completed more than 25 deployments or missions. The vessel is one of eight large, medium-speed, roll-on/roll-off (LMSR) vessels managed by Maersk Line, Limited. The LMSR ships are named for Medal of Honor recipients.



SIU VP Government Services Kermet Mangram (fourth from right) and Port Agent Georg Kenny (far left) join crew members and officers on the *USNS Red Cloud* in celebrating the Constant Care Award.

Pictured from the left are Bosun Thomas DeCarlo, MLL Director of Operations Jerry Eker, Capt. Christopher Begley, Bosun Terry Evins and Capt. George G. Galyo, USN.



Peters Nominated as Transportation Secretary

President Bush on Sept. 4 nominated Mary Peters to become the nation's next Secretary of Transportation.

Peters currently serves as an executive for transportation policy at a major engineering firm. She headed the Federal Highway Administration from 2001-2005, and prior to that spent three years directing the Arizona Department of Transportation. If confirmed by the Senate, Peters will succeed Norman Mineta, the longest-serving Secretary of Transportation in U.S. history. Mineta, a strong advocate of the U.S. Merchant Marine, retired in July after serving in the post for five and one-half years.

"I'm pleased to announce that I intend to nominate Mary Peters to be the next Secretary of Transportation," President Bush

said in making the announcement. "Our nation's transportation infrastructure is vital to our prosperity and competitiveness; it's critical to the everyday lives of our citizens.

"The Secretary of Transportation is responsible for maintaining a safe, reliable and efficient transportation system," the president continued. "In addition, the Secretary of Transportation plays an important role in our nation's coordinated efforts to guard against terrorist threats to our aircraft, our seaports and our infrastructure.

"It is a job that requires vision and strong leadership. Mary Peters is the right person for this job," President Bush said. "She brings a lifetime of experience on transportation issues, from both the private and public sectors.

"She's an innovative thinker. She knows how to set priorities and to solve problems. And as a member of my Cabinet," concluded the president, "Mary will work closely with state and local leaders to ensure that America has a state-of-the-art transportation system that meets the needs of our growing economy."

After thanking President Bush for affording her the opportunity to serve as America's next Secretary of Transportation, Peters took the podium in the White House's Roosevelt Room. In part she said, "Today, our vital transportation infrastructure is showing signs of aging. We are experiencing increasing congestion on our nation's highways, railways, airports and seaports. And we're robbing our nation of productivity and our citizens of



White House photo by Shealah Craighead
President George W. Bush's nominee for Secretary of Transportation, Mary Peters, addresses the media during the announcement in the Roosevelt Room Sept. 5, 2006.

quality time with their families.

"In some cases," Peters said, "this is the result of systems and structures that are more suited to a bygone era than to the 21st century. Should I be confirmed by the United States Senate, I look forward to working with you, Mr.

President, with Congress, and with our public and private sector partners to address these issues and to provide our nation with a transportation system that is unparalleled in its security, in its safety, its efficiency, and its effectiveness."

International Study Shows Union Ships Are Happier

Editor's note: The following article—written by Dr. Erol Kahveci, a senior research associate at the Seafarers' International Research Center in Cardiff, UK—is being reprinted from the International Transport Workers' Federation publication, Seafarers' Bulletin. The article has been edited slightly for style.

The results of a major survey on the working conditions aboard car carrier vessels have provided some useful, if unsurprising data for seafarers' rights campaigners.

The message from 627 unlicensed seafarers who were surveyed over the past two years in a major international study is clear: mariners feel happier, healthier and more valued when employed on vessels sailing under national flags rather than on flag of convenience (FOC) ships.

But those on FOC ships feel distinctly better off if they are serving on a ship with an ITF agreement. The survey also confirms what members of trade unions probably already believe—that the percentage of FOC car carriers that are covered by ITF agreements are relatively high compared to that of the general fleet.

About 60 percent of all vessels in the international fleet fly FOCs. The remaining 40 percent sail under national flags. Of those FOC ships according to ITF estimates, about 30 percent are covered by one of its collective agreements. Trade union officials believe that car carriers are more likely to take out the "insurance policy" of an ITF agreement because they carry high value cargo and run on very tight schedules.

The fact that Japanese ownership is disproportionately high in the car carrier sector is also significant. Japanese companies are likely to belong to the Joint Negotiating Group which, along with the ITF, forms part of the International Bargaining Forum (IBF). The IBF, of which the ITF is a member, negotiates pay and conditions for seafarers on FOC ships.

Overall, the survey results are consistent with the general pattern of national versus FOC distribution (40 percent national flag versus 60 percent FOC). The percentage of FOCs with union agreements however, is considerably higher. Of all the FOC car carriers, 62 percent have uniform ITF agreements (known as "total crew cost" or TCC). Nine percent of these carriers have agreements negotiated by the IBF and 28 percent have no ITF recognized agreement.

Patterns of perception

What difference do national flags and the different types of agreements make? According to the results of the survey, they make a great deal of difference. Unlicensed mariners working under national flags are more likely to express positive attitudes about their relationships with their company and crewing agency than those working on FOC ships with agreements. They also are more apt to give

companies and crewing agencies higher marks than those on FOCs without agreements.

Seafarers were asked standard questions about their pride in and loyalty towards their companies.... Because of the contractual nature of employment in the industry, the TCC agreements do not cover pensions. Aside from those from Singapore, most seafarers from Asian countries have no retirement pension contribution from their employer. Such benefits also are rare for seafarers from Indian Ocean and East European countries.

These agreements are void of provisions that grant seafarers medical care while they are on leave. Filipinos—the largest national group—are afforded medical health coverage for a maximum period of six months when on leave. It also is mandatory for Filipinos to contribute to a medical insurance system. Seafarers from the Indian Ocean, East European and Asian countries are less fortunate. The great majority—95, 100 and 72 percent of those surveyed respectively—have no such benefit.

The Need to Feel Valued

On matters related to training and skill development, and to hours of work and rest, the pattern likewise is clear: those working under national flags are most likely to make positive evaluations, followed by those under ITF-recognized agreements. Both of those groups again tend to be more positive than those on FOC ships with no agreements. Such responses go hand-in-hand with unlicensed mariners' evaluations of their officers' performance (based on how they are treated, kept informed, etc.).

Regardless of their rating, unlicensed mariners on national flag vessels generally feel that they have enough input with respect how they work and the workload involved (hours) in getting jobs done. They are equally concerned about stress related to job security, pay issues, physical working conditions and having to work while in pain.

Overall, it is clear that unlicensed mariners who work on FOC ships that do not have ITF agreements are the most disadvantaged. Among other things, they are less likely to be encouraged to develop their skills, to feel that their jobs are secure or to be consulted on crewing, pay, health and safety and other issues. They also are less likely to feel that they have any influence over their work. Not surprisingly, they are less likely to take pride in whom they work for.

The majority of unlicensed mariners on foreign-flag car carriers do not get six hours of uninterrupted rest daily. Those on ships that do not have ITF agreements, however, are more likely to be deprived of it. These mariners also are more likely to feel that they work very hard, are constantly rushed and worry about job security during rest hours.

The message from the survey to those wanting to go to sea on car carriers is clear enough: go aboard a vessel that flies a national flag. Those who have no alternative except FOCs should go on one that has an ITF agreement.

Survey Says Many Americans Fret About Health Care Costs

Three out of every four Americans recently surveyed by the Commonwealth Fund expressed strong worries about the quality, affordability and accessibility of the nation's health care system.

One of the most startling findings to come out of the report, Public Views on Shaping the Future of the U.S. Health Care System, is that Americans of every economic standing are finding it difficult to afford health care coverage. According to the study, 50 percent of respondents belonging to families earning less than \$35,000 said they had "somewhat serious" or "very serious" problems in paying their medical bills. The result was practically the same for those in families making \$35,000 to \$49,999—48 percent expressed strong concern.

Among higher income families, 33 percent earning between \$50,000 and \$74,999 are finding it hard to pay their medical bills. Even higher-income Americans are having problems—21 percent of families with incomes greater than \$75,000 are expressing concern.

Finally, there is a broad consensus that the federal government should take a more active role in this area. Eighty percent of those surveyed say that the U.S. government should ensure that all Americans have access to adequate and affordable health insurance.

A non-profit organization, the Commonwealth Fund was formed in 1918 to explore issues relating to health care. It has long been a catalyst for change, according to the AFL-CIO Maritime Trades Department (MTD). In the 1920s, it led the charge for improved childcare that resulted in the emergence of

public health departments in communities around the country. From 1920 to 1940, the organization drew attention to inadequacies in America's network of rural hospitals.

In a related development, *The New York Times* reported that not only are some children moving back home after college and asking mom and dad for monthly subsidies, but in a growing number of states children can now stay on their parents' health insurance plans well into their 20s. Reporter Jennifer Lee said that with 18- to 34-year-olds—the fastest growing group of uninsured—states are extending the time that children can be a dependent for insurance purposes. In New Jersey, which this year enacted the highest age limit, children can "piggyback" until they turn 30, as long as they live in the state and don't have their own children.

The trend stems from a concern that a healthy—and profitable—segment of the population is dropping out of the insurance pool. About half of all states have studied such proposals, and at least nine have passed laws, eight of them since 2003 and three just this year, according to the National Conference of State Legislatures.

About 30 percent of adults ages 18 to 24, and more than one-quarter of adults 25 to 34, are uninsured, though the average for all age groups is 16 percent, according to figures released by the Census Bureau in late August.

It is not known how many people have taken advantage of extended coverage, because policies are administered by private companies and most of the changes have only recently taken effect.

Continued on page 9

ANSWERING THE CALL ABOARD THE USNS WRIGHT



The SIU crewed *USNS Wright*, part of the U.S. Ready Reserve Force (RRF) fleet, early last month was activated in the port of Baltimore.

Answering the call to duty as is their tradition, Seafarers fully crewed up the U.S.-flag military support ship. As evidenced by the photos on these two pages (which were taken Sept. 7), the vessel was a hub of activity. SIU members worked side by side with members of the United States Marine Corps to ready the vessel for its pending mission. They effected a variety of minor repairs, inspected vital operating systems and loaded stores.

The *Wright* is a helicopter repair ship, which can provide support for offshore helicopter activity and house more than 325 people.

The RRF is a fleet of militarily useful ships, normally used to support the U.S. Armed Forces in time of war or national emergency. Many of the ships from the RRF have been back and forth to

the Middle East, supporting armed forces there. RRF ships also have frequently been activated to help in recovery efforts from disasters overseas, but last year with Hurricanes Katrina and Rita marked the first time they have been activated to assist in recovery from a domestic disaster.

The RRF program was initiated in 1976 as a subset of the Maritime Administration's National Defense Reserve Fleet (NDRF) to support the rapid worldwide deployment of U.S. military forces.



Seafarers crewed up the *USNS Wright* early last month in the port of Baltimore for an upcoming deployment.



AB Eleazar Lozano Jr. readies the deck of the *USNS Wright* to receive stores containers.



Recertified Bosun Tom Moore inspects and checks off on his list of tasks in preparation for launch.



Taking a well deserved break from their duties are (from left) AB Alfred Martin, OS Jose Ramos and OS Ed Riscos. Facing away from the camera is OS Leonard Gregg.



Recertified Bosun Tom Moore (left) attentively listens to a briefing given by the chief mate of the *USNS Wright*. Other SIU members taking in the briefing are (in no particular order) ABs Emmanuel Wabe, Albert Haarman, Angelo Acosta, Eleazar Lozano, Antonio Santos and Albert Martin and OSs Leonard Gregg, Jose Ramos and Ed Risco. Other SIU crew members aboard the *Wright* for the activation, but not pictured in this feature, include SAs Norman Adler and Dominic Dumlaio; QMEDs Kenneth Powell and Therman Ames; QEE Rodolfo Cunanan and OMU Arthur Marshall.

Delivering the Goods

Seafarers over the years have built an untarnished reputation of "delivering the goods" whenever and wherever needed.

That reputation remains

intact today, and according to U.S. Marine Master Sgt. Charles Everett, a Jacksonville, N.C. native with more than 22 years of service in the Corps, SIU members are still doing their all to keep it that way. Everett is one of many Marines who were aboard the *USNS Wright* Sept. 7 as it prepared for a military deployment from the port of Baltimore.

"Seafarers are a really hard-working and dedicated group of people," said Everett, who once before has had occasion to rub sleeves with members of the "fourth arm of defense" during military operations. "I shipped out on this same vessel in the past and I have nothing but good things to say about how the SIU folks conducted themselves. They are extremely professional, very cooperative and will do whatever is needed to keep everything running smoothly.

"I especially am impressed with their emphasis on safety and their attention to detail when it comes to practicing it," Everett continued. "I still



Master Sgt. Charles Everett

remember the first time I sailed with them and how thoroughly they briefed us when we mustered for an overview of the vessel.

"They told us what we needed to do if a fire broke out and covered all procedures that would be followed in the unlikely event

that we had to use the vessel's lifeboats. They even told us who would get into which lifeboat.... I call that thorough and it gives all of us a good feeling."

Everett, his fellow Marines aboard the *Wright* and every other person in uniform often depend on the dedication and training of others while deploying to perform their respective jobs. "As a group, I think we're in great hands with the members of the SIU on this vessel," Everett said. "They all know their jobs and they do them very well."



Chief Cook Kevin Fischer moves another of his creations to the serving line to be dished up for hungry shipmates.



Assistant Cook Julie Dvoroznak cuts a pie in preparation for lunch.



Steward Assistant John Cator dishes up an entrée for a crew member during lunch.



A pair of SIU crew members is busy with duties on deck.



Left: Plumber Kenneth Pell checks the faucet in the galley of the *Wright* to ensure that water pressure is up to standard.



Chief Steward Rayfield Crawford packs away items in one of the vessel's storage areas.



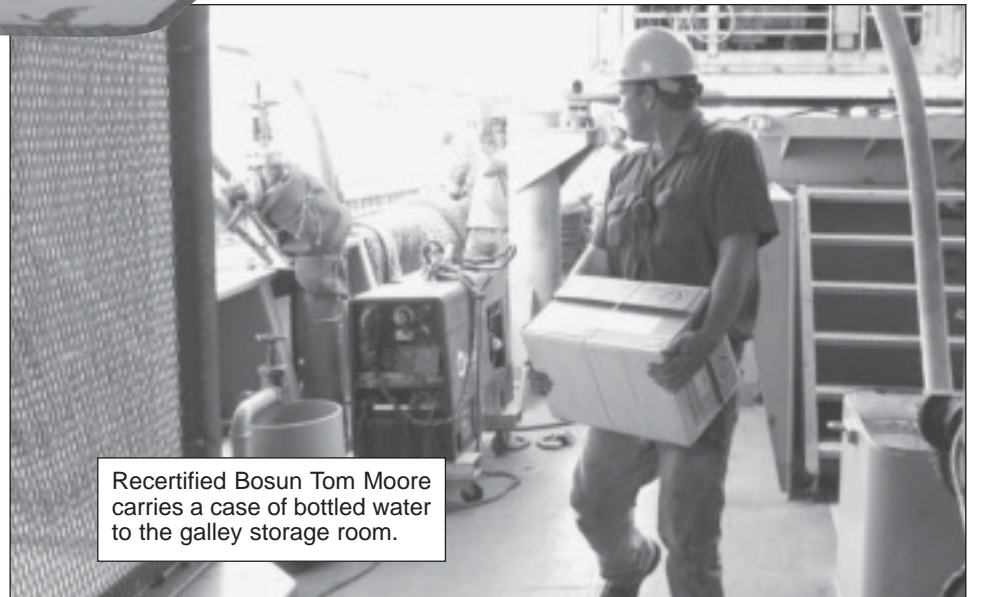
QMED Earl Ebbert checks the power supply of one of the vessel's coffee makers.



QMED Alshea Dixon conducts an inspection of systems in the engine room.



AB Santos Antonio (left) and AB Eleazar Lozano Jr. guide a piece of equipment as it is lowered dockside from the deck of the *USNS Wright*.



Recertified Bosun Tom Moore carries a case of bottled water to the galley storage room.

ANSWERING THE CALL ABOARD THE USNS WRIGHT



CIVMARS Assist in Mercy's Humanitarian Missions

The Navy's Military Sealift Command hospital ship *USNS Mercy* recently completed a five-month humanitarian mission in the Western Pacific and Southeast Asia.

The vessel is crewed by 66 civil service mariners (CIVMARS), some of whom are members of the SIU Government Services Division. Mariners operate and navigate the ship while military personnel and volunteers from non-governmental organizations team up with local doctors to provide much-needed treatment to patients at each stop.

When the hospital ship responded to the December 2004 tsunami in Southeast Asia, they utilized not only helicopters, but also were able to transport doctors, patients and cargo with rigid-hull inflatable boats. Since *Mercy's* missions are scheduled in places with no existing ports, the ship must anchor off shore. So, for their most recent mission,

they acquired two utility boats from the Navy, which they affectionately call "Band-Aid" boats. Each of these boats can take about 45 passengers at a time, three times the number that can be moved by either of the two helicopters on board the *Mercy*.

"The Band-Aid boats are wonderful," said Capt. Joseph Moore, USN, commander of the *Mercy's* Medical Treatment Facility. "We would not have been able to treat nearly the number of people that we have without them."

The two boats have been painted white, like the ship they support, and are marked with red crosses. Each one also has the likeness of a Band-Aid bandage painted on the steering column, one with a "1" painted in the center of the bandage, and the other with a "2."

Each boat is assigned three mariners: two from the deck department to steer and operate the boat and one from the engine

department to monitor and repair the engine, if necessary.

Third Mate Richard Paramore and ABs Dale Witham and Timothy Wheelock are among the regular Band-Aid boat drivers. On most days, from the first early-morning run at 6:30 through the last late run in the evening, they assist in ferrying passengers non-stop from ship to shore and back again. This can easily add up to 12- to 16-hour days for each of the drivers.

"It's a long day, but I love it. It's really good to help all of those people," said Paramore.

In 43 days of operations at six stops in the Philippines and Indonesia, the boats transported approximately 5,000 people as well as medical and building equipment to and from the ship. The only stop at which the boats were not utilized was in Bangladesh, because the ship was operating too far off shore.

In addition to transporting patients, the Band-Aid boat mariners also provide them with care and support as they and their loved ones make the journey to the hospital ship for treatment. Many of the patients are unfamiliar with hospitals, ships and the English language—and the journey is often a frightening experience.

"The mariners are remarkable in the amount of sensitivity and care that they have shown in



U.S. Navy photo by Chief Mass Communication Specialist Don Bray
The *USNS Mercy*, crewed by members of the SIU Government Services Division, is anchored off the coast of Dili, Timor (in Indonesia) to provide humanitarian, medical and civic assistance to the island's residents. Band-Aid boats are used to transport patients, doctors and supplies to and from the ship.

helping people to get on and off the ship," said Capt. Bradley Martin, USN, the humanitarian mission commander. "They have served as excellent ambassadors for *Mercy*."

"If it weren't for the Band-Aid boats, this mission certainly wouldn't have touched as many people as it has," said Capt. Robert T. Wiley, *Mercy's* civilian master. "Over the course of our mission, our utility boats have moved over five times the number of passengers and equipment than the helos have at a fraction of the cost, making them the most

cost-effective and high volume means of ship-to-shore transportation for this deployment."

The medical personnel on this mission saw more than 40,000 patients both on the ship and at local hospitals ashore. In addition, the Seabee unit aboard, along with some of *Mercy's* CIVMARS, helped with infrastructure improvement projects at almost every locale.

The *USNS Mercy* left its last humanitarian stop in late August and was scheduled to return home to San Diego by the end of September.



U.S. Navy photo by Chief Mass Communication Specialist Edward G. Martens
"Band-Aid One," one of two transport boats, shuttles patients and crew from ship to shore when the *USNS Mercy* anchored for a week off the coast of Tarakan, a small Indonesian island.

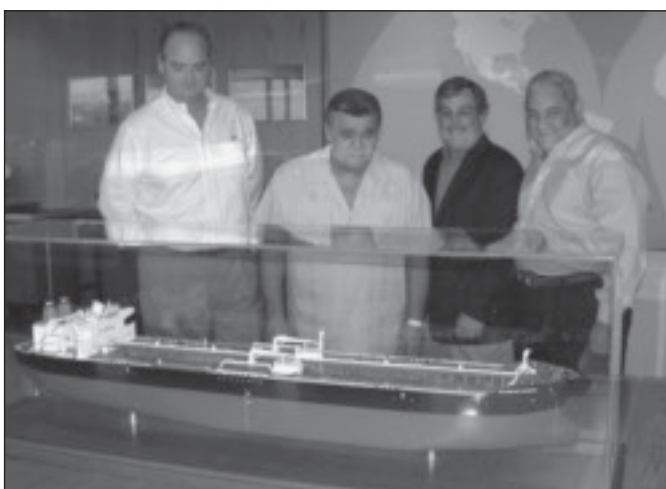
Wilmington-Area Seafarers March in Parade



Seafarers participated in the annual Labor Day parade in Wilmington, Calif. Among those taking part in the event (and pictured at right) were Andres Mano, Jamie Merced, Efren Anqueta, Thomas Leong, Samuel Lampshire, James Boss, Jefferson Julian, Thom Montgomery and son Jett, Dispatcher Nick Rios, Port Agent John Cox and family (wife Tausha, daughters Alexis and Ashley), Osei Baffoe, Steven Benavides and Ricky Williams.



ATC Ship Model Docks at HQ



Seafarers-contracted Alaska Tanker Co. last month commemorated the addition of the *Alaskan Explorer* to its fleet by leaving a model of the new vessel at SIU headquarters in Camp Springs, Md. for employees and guests to observe. Checking out the replica are (from left) SIU VP Contracts George Tricker, SIU President Michael Sacco, ATC Director of Labor Relations Bill Cole and SIU Executive VP Augie Tellez. The *Alaskan Explorer*, a double-hulled tanker and the fourth in the Alaska Class built in San Diego, was delivered Aug. 18 and started sailing with an SIU crew shortly thereafter.

Attention Seafarers



CIVMARS News

Tragedy Aboard USNS San Jose

In late August, two MSC bargaining unit employees died while working along the side of the *USNS San Jose* in a "cherry picker" lift. These individuals were assigned to paint the side of the vessel. The union has started an investigation of the circumstances surrounding this tragic accident.

All CIVMARS should be aware that training, certification and/or licensing are necessary prior to using this type of equipment. The Navy has certain protocols and precautions that must be followed when using this type of equipment. Training, special safety equipment, spotters and other safety criteria must all be considered prior to and while you are working with and on the lift. (Space does not permit a complete listing here of all the safety requirements and precautions.)

If you are assigned to this duty and feel you have not received the correct training or do not feel confident that you will be able to safely operate the equipment as a result of adverse conditions or because you do not have enough experience, it is very important to let your shipboard supervisor and your union representative know. The union will be able to assist you in this situation.

The union will be following this case very closely. If you need more information about using the lift call SIU Assistant Vice President Government Services Chet Wheeler at (510) 444-2360 or e-mail civmarsupport@seafarers.org.

Notice of Limitation to Personal E-mail Accounts and Web Sites

The union's Government Services Division has received notice from MSC that in the near future all CIVMARS sailing aboard MSC vessels will no longer be able to use their private e-mail account to send or receive messages from the vessel. All CIVMARS will be required to have a ".mil" e-mail address. There will be some restrictions to surfing and connecting with certain commercial web sites. CIVMARS will also be required to utilize a Defense Common Access Card to use the shipboard computers.

The union is reviewing this policy very carefully and preparing impact and implementation proposals for MSC's review and response. The union has requested that this policy be changed only after bargaining has been completed. The union believes that this policy could substantially impair the ability of mariners to conduct their personal affairs aboard the vessel as they have been able to do in the past.

The union is also seeking information about how CIVMARS may use their own personal computers aboard the vessel to enable them to continue full access to their personal e-mail accounts and unlimited access to the internet. The union is interested in hearing from CIVMARS with any questions or concerns about how this change will impact them. You can call your union representative or e-mail civmarsupport@seafarers.org.

Article Describes Routine Aboard SIU-Crewed Georgia

Some of the differences between life aboard a U.S. Navy ship and a U.S. merchant ship—like the SIU-crewed *Maersk Georgia*—were highlighted in the Sept. 2006 issue of *SEAPOW*, the official publication of the Navy League of the United States.

The *Georgia*, a containership operated by Maersk Line Ltd., is one of four vessels in that company's fleet that participates in the Maritime Security Program (MSP), which was established by the Maritime Security Act of 1996 to provide approximately \$100 million annually for up to 47 vessels to partially offset the higher operating costs of keeping these vessels under U.S.-flag registry and making them available to the Defense Department in times of need. (The MSP was extended for 10 years when the original program expired in October 2005. It also grew to include up to 60 ships and includes additional funding.)

In drawing the comparisons, one of the main differences mentioned by the author, Matt Hilburn, associate editor of *SEAPOW*, is that the *Georgia*, among the most modern ships in the U.S.-flag fleet, carries a crew of 19 on its run from the U.S. East Coast through the Mediterranean, into the Middle East, on to India and then back on 49-day runs. In the past, such ships would have carried larger crews.

With 19 persons aboard ship, life for the crew of the *Georgia* is very busy, particularly when arriving in or departing from a port. "On a carrier there may be 19 or 20 guys doing what you just saw three do," said Capt. James Rodgers, a merchant mariner since 1973, who came on board in Norfolk, Va. to start a



This is one of three pages in the September 2006 issue of *SEAPOW* magazine that talks about life aboard the SIU-crewed *USNS Georgia*.

typical 98-day stint as captain of the ship. He was referring to departure activities from the port of Norfolk—including loading and unloading cargo and picking up or dropping off a pilot, although he noted that comparisons between the two may be difficult to make given the different missions of each ship.

While at sea, however, crew members have a more regular routine, working four hours on watch and then getting eight hours off—but with the unpredictability of life aboard ship, anything can happen to interrupt that free time.

Another difference between a Navy and merchant vessel is the lack of distinction between rank. Licensed merchant mariners (the equivalent of officers in the Navy) and unlicensed merchant

mariners (enlisted persons) are not likely to display their rank or job title.

"We tend to work together and not emphasize hierarchy," said Rodgers. "I may address an [able-bodied seaman] just as a friend."

SIU member **Franklyn Cordero**, the chief steward aboard the *USNS Georgia*, was featured in the article as well. Cordero, a 30-year SIU veteran, noted that much of the galley functions have become more automated over the years, which helps, particularly with a three-man steward department.

Up at 3 a.m., he is responsible for planning meals, ordering food, baking, keeping track of the ship's sanitation, and, "when the chief cook needs it, pitching in with the cooking."

Snapshots from Jacksonville



SIU Jacksonville Safety Director Randy Senatore (seated near lamp at left, wearing vest) and Port Agent Archie Ware (behind the camera) meet with Seafarers aboard the *USNS Stockham* on July 25. The union representatives and mariners discussed the new SIU standard contracts, Seafarers Health and Benefits Plan eligibility requirements, proposed SIU constitutional amendments and more.



Port Agent Archie Ware (left) is pictured with Florida State Senator Anthony Hill during a July 15 meeting of the Florida State AFL-CIO which took place at a local firehouse. The two discussed the importance of grassroots political action and some of the issues affecting the maritime industry. They also talked about the U.S. Merchant Marine's efforts in hurricane relief missions along the Gulf Coast as well as the need to maintain a strong U.S.-flag fleet.



Port Agent Archie Ware (left) presents newly retired Seafarer Neftali Santana with his first pension check in early August. The recertified bosun began sailing with the SIU in 1967 and most recently sailed aboard the *Commitment*.

Americans Worry About Health Care Costs

Continued from page 5

The rise of uninsured young adults results from two main economic forces, analysts say. Changes in the workplace mean that fewer jobs now have full benefits, which disproportionately affects the newest workers. In addition, the rising cost of premiums, whether shared with an employer or paid individually, might make insurance less attractive to a relatively healthy population.

For years, children have been allowed to stay on their parents' health insurance until they turned 19, or until they turned 22 or 23 if they remained full-time students. Some of the laws extending the age of coverage allow insurers to charge extra premiums, which vary depending on the plan. They also have various restrictions, sometimes requiring that the child be a full-time student, be unmarried, reside in the state or

even live with the parents.

In general, these laws do not apply to insurance plans financed by the employer—as opposed to plans in which the employer buys coverage from an insurance company—because self-insured plans, favored by some larger companies, are shielded from state rules and laws under the 1974 Federal Employee Retirement Income Security Act.

Before this year, laws extending health coverage were passed in Colorado, Massachusetts, New Mexico, South Dakota and Texas. Utah, where young Mormon men commonly complete two years of missionary work, passed the first law, in 1994. The governors of Delaware and Rhode Island signed such laws last July. New York State has three bills in legislative committees to raise the age limit for children to 25, with various restrictions. Connecticut has a similar proposal in committee.

SEAFARERS FAMILY photos

Seafarers and their families: These are some of the images we all look forward to seeing—and sharing with our brothers and sisters of the sea.

If you have a family-related photo you would like to be included in the next family photo page, please send it to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photos will be returned, if so requested.

If e-mailing digital images, please send them to dhirtes@seafarers.org. The higher the resolution, the better.



Wearing his graduation cap and gown is Puerto Rico Port Agent Amancio Crespo and his family (from left) daughters Cristina Maria, Amanda Maria and his wife, Maria de los Angeles. Crespo received his bachelor's degree in criminal justice. Next stop: law school.



SIU Vice President West Coast Nick Marrone shows off his 9-month-old grandson, Gibson Hill, at the grand opening of the Oakland hall on Aug. 17.



Priscilla Senatore (right) and her son Jake got to meet President Bush when he came to the school on Labor Day. Senatore is administrator of admissions at the Paul Hall Center.

Recertified Steward Howard H. Lewis of Las Vegas, Nev. has seven granddaughters. Here he poses with four of them: Antonia Perez, Valerie Robinson, Alexandria Robinson and Jamilla Robinson. Thanks to his wife, Susan, for sending this photo to the *LOG*.



AB Larry Casteneda brings his son Larry Jr. with him to the hall in Puerto Rico.



The Hill family gets together in Piney Point. From the left are Recertified Bosun Billy Sr., Unlicensed Apprentice Billy Jr., and Billie Sue Hill (mom). Billy Sr.'s brother, Tracy Hill, also sails as an electrician with the union, and their father, Chuck Hill, and grandfather, Thomas Perrett, also sailed SIU.

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www.UnionPlus.org



The President Arrives at Piney Point



Labor D

Seafarers- Paul Hall C Hosts Pres

Additional coverage appears



SIU President Michael Sacco introduces President Bush, calling him "a true friend of the U.S. Merchant Marine."



Crowley Maritime Corp. Chairman and CEO Thomas B. Crowley, Jr. looks on as son Thomas Bannon Crowley gets an autograph.



President Bush shook many hands and cordially posed for lots of photos after his speech. Here, he is pictured with (first row, from left) SIU VP Contacts George Trick and guest Daniel Alioto and the family of SIU Secretary-Treasurer David Heindel—Marinea, David, Zachary, Jerri-Dee and Chelsea.

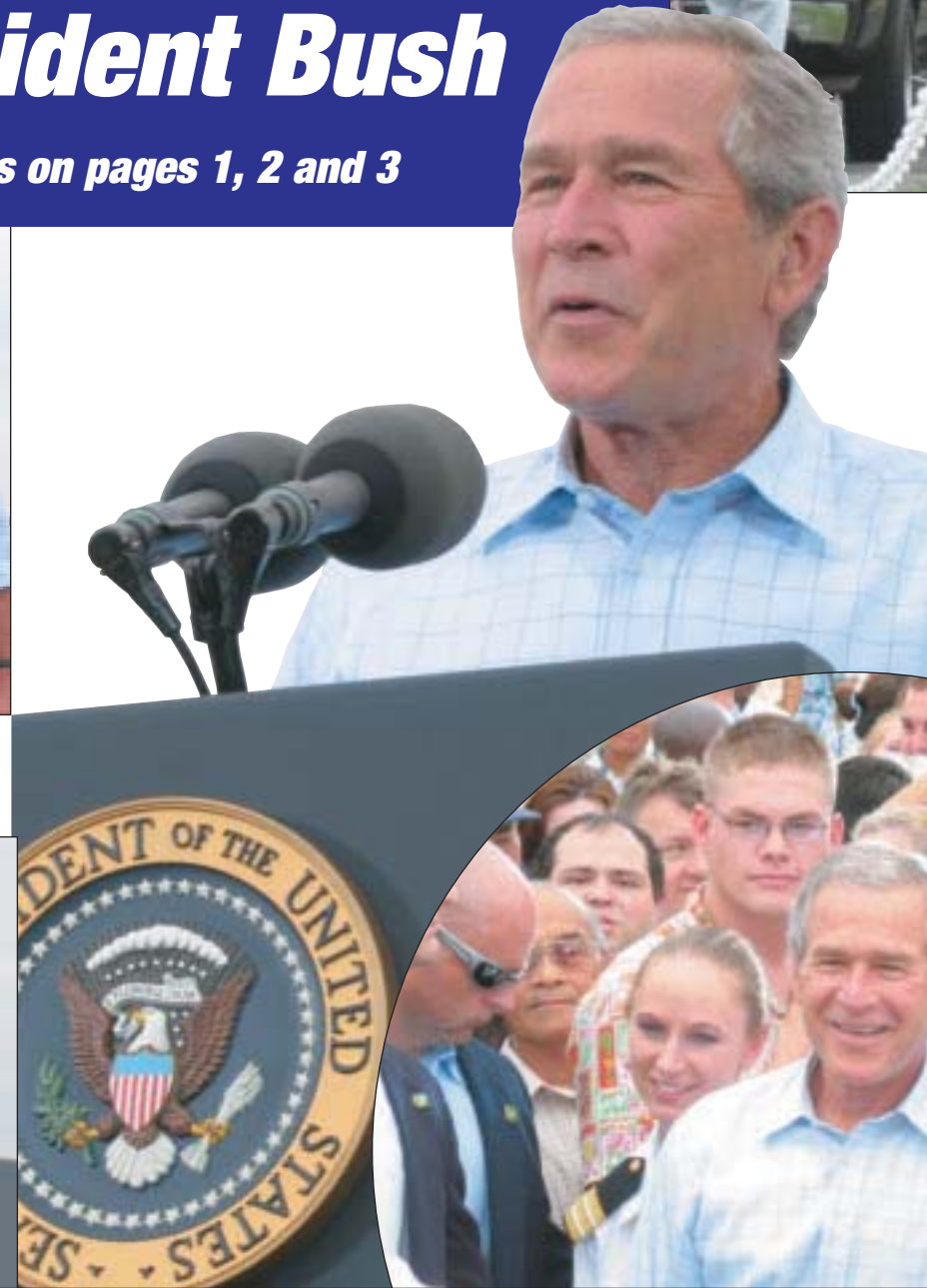
Day 2006

Affiliated Center President Bush

on pages 1, 2 and 3



John Mason, director of training, American Service Technology, points out some of the engine simulator's features.



Listening to the president's remarks are SIU President Sacco; John Angus, longtime supporter of the U.S. Merchant Marine and former president of the National Propeller Club; and SIU Executive VP Augie Tellez.



The President Departs

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Today you can dig up the Slop Chest online at www.siustore.com

Visit the store and place your order today!

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

It is important that all participants remember to keep the Plan informed of any change of address.

Update Your Beneficiary Designations

Keep your beneficiary designations up to date. In the event that your beneficiary predeceases you, you must submit a substitute designation.

Inform the Plan of Your Divorce

In order for your spouse to be eligible to receive continuation coverage (under COBRA) from the Seafarers Health and Benefits Plan, you or your spouse must inform the Plan at the time of your divorce. Please submit a copy of the divorce decree to the Seafarers Health and Benefits Plan.

Full-time College Students

If your dependent child is a full-time college student, you must submit a letter of attendance every semester in order for your child to be covered by the Seafarers Health and Benefits Plan.

Seafarers Health and Benefits Plan
P.O. Box 380
Piney Point, MD 20674

Retiree Recognized for WWII Service

An 80-year-old SIU retiree who sailed during World War II earlier this year was honored in Sellersville, PA for his contributions during the war effort.

Anthony Kondracki of Quarkertown, PA. was lauded along with 100 other area resi-

dents during a ceremony conducted at the borough firehouse by State Rep. Paul Clymer (R-PA.), according to a report in *The Intelligencer* newspaper by Hilary Bentman. Kondracki was the lone merchant mariner to be recognized during the event

which also honored veteran Army infantrymen, Marines and airmen. Clymer afforded recognition to the veterans in his district for their

service more than six decades ago, according to Bentman.

Despite being vastly outnumbered by veterans of the other services, Kondracki wore his U.S. Merchant Marine medals and ribbons proudly.

As a 16-year-old, Kondracki sailed into harm's way while transporting locomotives to Russia to be used by the Red Army against the Germans during World War II, the report said. "Our guys went through a lot of bad things," he told the newspaper. "I'm glad someone finally recognized us."



This is the certificate Anthony Kondracki received in recognition of his contributions during World War II as a merchant mariner.

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.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2006

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	3	1	1	1	1	0	3	7	2
Anchorage	0	9	2	0	3	2	1	0	9	2
Baltimore	10	5	0	9	2	0	4	12	8	1
Fort Lauderdale	11	14	6	3	9	1	4	20	26	9
Guam	1	7	2	2	1	1	0	1	12	1
Honolulu	6	8	0	9	2	1	2	14	14	1
Houston	43	23	7	30	14	3	16	68	55	18
Jacksonville	25	21	11	20	13	4	12	54	35	12
Joliet	0	4	1	0	5	2	0	1	1	0
Mobile	9	12	3	9	7	1	4	15	21	6
New Orleans	25	10	1	11	11	3	7	32	16	2
New York	41	30	9	27	12	5	16	86	45	19
Norfolk	13	20	5	11	12	5	7	21	34	11
Oakland	19	12	6	27	5	2	10	25	20	6
Philadelphia	7	4	3	5	3	1	1	8	6	5
Piney Point	0	14	0	1	10	0	0	0	8	0
Puerto Rico	6	11	0	5	6	1	3	15	16	2
St. Louis	1	5	1	1	4	0	1	2	11	3
Tacoma	43	32	7	32	20	5	15	72	49	16
Wilmington	33	14	6	22	7	10	10	61	33	9
Totals	294	258	71	225	147	48	113	510	426	125
ENGINE DEPARTMENT										
Algonac	0	3	0	0	2	0	0	0	3	2
Anchorage	0	4	1	0	4	2	0	0	2	0
Baltimore	7	5	2	9	4	1	4	7	7	2
Fort Lauderdale	5	11	2	1	5	2	1	7	13	4
Guam	1	3	1	0	0	0	0	2	8	1
Honolulu	9	3	3	5	5	1	4	14	2	2
Houston	14	12	6	9	6	5	3	24	19	13
Jacksonville	24	20	3	12	4	1	5	40	36	5
Joliet	0	1	0	0	1	0	0	1	3	1
Mobile	4	3	2	4	6	1	6	9	6	2
New Orleans	7	4	0	5	3	0	2	10	7	1
New York	18	7	4	5	7	4	1	38	11	6
Norfolk	12	4	3	8	5	4	2	18	14	6
Oakland	9	6	5	6	5	1	5	17	9	6
Philadelphia	1	2	0	1	4	0	1	2	1	0
Piney Point	4	3	0	2	2	0	1	4	3	0
Puerto Rico	2	2	1	4	2	0	1	4	5	2
St. Louis	1	3	0	0	2	0	0	3	2	2
Tacoma	20	27	3	21	20	3	12	21	28	7
Wilmington	10	8	1	10	3	4	5	17	17	12
Totals	148	131	37	102	90	29	53	238	196	74
STEWARD DEPARTMENT										
Algonac	0	1	0	0	1	0	1	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	0	0	2	1	0	0	7	0	1
Fort Lauderdale	8	8	0	2	4	0	1	10	13	0
Guam	1	0	0	0	0	0	0	4	3	1
Honolulu	12	7	0	5	2	0	2	14	18	0
Houston	24	8	4	19	2	2	4	39	13	11
Jacksonville	18	7	0	14	6	1	4	34	15	2
Joliet	0	0	2	0	0	0	0	0	0	3
Mobile	3	0	1	7	1	1	0	5	4	0
New Orleans	6	4	1	3	1	0	0	9	7	4
New York	15	7	4	14	5	1	7	37	9	7
Norfolk	10	7	3	8	9	2	3	13	14	2
Oakland	22	7	0	16	5	0	7	39	8	1
Philadelphia	0	1	0	0	0	0	0	4	1	0
Piney Point	1	1	0	2	2	0	1	3	1	0
Puerto Rico	1	2	0	0	1	0	2	1	5	0
St. Louis	2	2	0	0	1	0	0	3	3	1
Tacoma	20	10	1	17	1	1	11	29	22	3
Wilmington	23	10	1	18	3	0	4	41	16	4
Totals	170	82	17	127	45	8	47	293	152	40
ENTRY DEPARTMENT										
Algonac	0	2	4	0	1	1	0	0	3	10
Anchorage	0	1	2	0	0	0	0	0	3	4
Baltimore	0	4	1	0	1	1	0	0	5	2
Fort Lauderdale	0	4	7	0	3	4	0	0	11	17
Guam	0	2	0	0	0	0	0	0	3	1
Honolulu	3	5	5	2	4	2	0	5	12	13
Houston	6	23	16	4	14	2	0	8	37	26
Jacksonville	4	22	10	4	8	7	0	5	34	23
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	0	5	2	0	2	3	0	1	7	3
New Orleans	2	7	4	0	5	1	0	4	7	9
New York	6	40	14	3	15	1	0	10	64	34
Norfolk	1	17	21	0	10	14	0	1	26	30
Oakland	6	17	8	2	10	1	0	9	26	17
Philadelphia	0	1	0	0	1	0	0	0	1	0
Piney Point	0	23	21	0	13	27	0	0	15	3
Puerto Rico	0	0	0	0	2	0	0	2	1	1
St. Louis	0	0	0	0	1	1	0	0	0	0
Tacoma	6	14	11	0	7	3	0	10	29	17
Wilmington	1	7	6	1	6	2	0	1	13	13
Totals	35	194	133	16	103	70	0	56	297	224
Totals All Departments	647	665	258	470	385	155	213	1,097	1,071	463

*"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.

November & December 2006 Membership Meetings

Piney Point	Monday: November 6, December 4
Algonac	Monday: November 13* Friday: December 8 <i>(*change created by Veterans' Day holiday)</i>
Baltimore	Thursday: November 9, December 7
Boston	Monday: November 13* Friday: December 8 <i>(*change created by Veterans' Day holiday)</i>
Guam	Friday: November 24* Thursday: December 21 <i>(*change created by Thanksgiving Day holiday)</i>
Honolulu	Friday: November 17, December 15
Houston	Monday: November 13, December 11
Jacksonville	Thursday: November 9, December 7
Joliet	Thursday: November 16, December 14
Mobile	Wednesday: November 15, December 13
New Orleans	Tuesday: November 14, December 12
New York	Tuesday: November 7, December 5
Norfolk	Thursday: November 9, December 7
Philadelphia	Wednesday: November 8, December 6
Port Everglades	Thursday: November 16, December 14
San Francisco	Thursday: November 16, December 14
San Juan	Thursday: November 9, December 7
St. Louis	Friday: November 17, December 15
Tacoma	Friday: November 24, December 22
Wilmington	Monday: November 20, December 18

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

Personals

ARMONDO "SKIP" ALVAREZ

Please contact your brother, Mark Ah-Low at 460 Martin Lakes Drive South, Jacksonville, FL 32220; or call him at home (904) 695-1883 or on his cell phone (904) 210-6634.

BRUCE BUTLER

Please contact your daughter, Eugina Ford at (281) 682-6708. She is moving soon.

Important Notice: New Date for SHBP Eligibility Change

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

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

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

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

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

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgay, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

AUGUST 16 — SEPTEMBER 15, 2006

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	4	1	4	2	2	0	12	3	1
Houston	9	1	1	5	3	1	2	24	5	1
Jacksonville	5	2	1	5	2	1	3	1	0	1
New Orleans	6	3	0	2	2	0	1	22	4	1
New York	14	5	2	7	4	2	11	33	24	0
Norfolk	0	0	0	0	1	0	1	0	0	0
Tacoma	2	0	0	1	0	0	1	2	0	0
Wilmington	2	0	0	2	0	0	3	1	0	1
Totals	43	15	5	26	14	6	22	95	36	5
ENGINE DEPARTMENT										
Boston	6	0	0	1	0	0	0	13	1	0
Houston	4	0	2	3	1	2	5	13	3	0
Jacksonville	2	0	0	0	0	0	1	2	0	1
New Orleans	0	0	1	0	0	0	1	4	1	1
New York	9	1	0	4	0	0	3	13	4	0
Norfolk	0	1	0	0	1	0	0	0	0	1
Tacoma	0	0	3	0	0	3	0	0	0	0
Wilmington	1	1	2	0	1	2	1	1	0	0
Totals	22	3	8	8	3	7	11	46	9	3
STEWARD DEPARTMENT										
Boston	3	1	1	2	0	1	0	11	2	1
Houston	6	0	0	2	1	0	5	18	3	0
Jacksonville	1	1	1	1	1	1	1	2	0	1
New Orleans	3	1	0	0	0	0	0	5	2	2
New York	7	5	1	1	2	1	3	18	20	0
Norfolk	0	0	2	0	0	2	0	0	0	0
Tacoma	0	0	1	0	0	1	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1	0
Totals	20	8	6	6	4	6	4	54	28	4
Totals All Departments	85	26	19	40	21	19	43	195	73	12

PIC-FROM-THE-PAST

This old photo was sent to the LOG by Pensioner **Trinidad Sanchez** of Carolina, P.R.

It was taken in Saigon, Vietnam in 1966. The group had come ashore from the *General Simon B. Buckner*, a civilian-manned Army transport vessel. Sanchez is on the far right.

Brother Sanchez began sailing with the SIU in 1967 from the port of San Francisco. He worked in the steward department.

Before retiring in November 2005, he sailed aboard the *USNS Fisher*.

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



HECTOR AGUILAR, 65, was born in Costa Rica. Brother Aguilar commenced his SIU career in 1990 in the port of Wilmington, Calif. His first voyage was aboard the *Independence*. Brother Aguilar worked in the steward department and in 1995 and 2000, he upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Aguilar most recently sailed on the *Coast Range*. He makes his home in Fontana, Calif.

MILES BLACK, 62, joined the Seafarers in 1980 in Seattle, initially shipping aboard a Manhattan Tankers vessel. Born in New York, the engine department member enhanced his skills in 1995 at the SIU-affiliated school in Piney Point, Md. Brother Black most recently sailed aboard the *Tacoma*. He calls Mt. Lake Terrace, Wash. home.



JAMES BURNETT, 65, became an SIU member in 1986. Brother Burnett first sailed on the *USNS Wilkes* as a member of the deck department. He upgraded his seafaring abilities in 2000 at the Piney Point training school. Brother Burnett, who was born in California, last sailed aboard the *Independence*. He resides in Thompson Falls, Mont.

SIU LEUNG CHAN, 65, joined the SIU ranks in 1993 in the port of New Orleans. Brother Chan primarily sailed on the *USNS Regulus* during his seafaring career. He was born in China and worked in the steward department. In 2000, Brother Chan took advantage of the educational opportunities available at the Paul Hall Center. He resides in Metairie, La.

WALTER HARRIS, 66, began sailing with the Seafarers in 1987. Brother Harris first shipped aboard the *USNS Indomitable*. He upgraded his skills on numerous occasions at the Piney Point school. Brother Harris was born in Boston, Mass. and worked in the steward department. His most recent voyage was on the *Horizon Enterprise*. Brother Harris lives in Honolulu.



SALVATORE QUAGLIATO, 71, is a New Jersey native. Brother Quagliato started his SIU career in 1987. He first sailed in the deck department of the *USNS Capella*. Brother Quagliato upgraded his seafaring skills on two occasions at the union-affiliated school. His last ship was the *Defender*. Brother Quagliato makes his home in Long Beach, Calif.



THOMAS VAIN JR., 65, became a Seafarer in 1963. Brother Vain's earliest trip to sea was aboard the *Marore*. The deck department member upgraded often at the Paul Hall Center and most recently sailed aboard the *USNS Antares*. He was born

in Baltimore, Md. and now resides in Jacksonville, Fla.



EVAN VERENIOTIS, 65, joined the union in 1969. Brother Vereniotis initially sailed on the *Steel Rover* in the steward department. Born in Greece, he attended classes at the maritime training center in Piney Point, Md. Brother Vereniotis last worked aboard the *Horizon Hawaii*. His home is in Athens, Greece.

SHINICHI YOICHI, 72, was born in the Philippines. Brother Yoichi began his employment with the SIU in 1971. His first voyage was aboard the *Overseas Ulla*. Brother Yoichi was a member of the deck department. He last sailed on the *Falcon Lady*. Brother Yoichi calls Portland, Ore. home.

INLAND

FRANCIS BENEDICT, 69, started shipping with the SIU in 1956. Throughout his career, Boatman Benedict sailed aboard vessels operated by Dixie Carriers. The deck department member was



born in New Orleans and now lives in Covington, La.



AARON BREAUX, 50, is a native of Louisiana. Boatman Breaux began his seafaring career in 1978. He worked primarily aboard Crescent Towing vessels. Boatman Breaux shipped in the deck department. He is a resident of Metairie, La.

WAYNE NICHOLAS SR., 62, joined the SIU in 1962 in the port of Mobile, Ala. Boatman Nicholas sailed aboard Gulf Atlantic Transport Corporation vessels. In 1983, he upgraded his skills at the Seafarers-affiliated school in Piney Point, Md. Boatman Nicholas makes his home in Eight Mile, Ala.



GREAT LAKES

TIMOTHY THOMPSON, 53, embarked on his SIU career in 1971 in the port of Detroit, Mich. Brother Thompson originally sailed with Inland Lakes Management in the deck department. The Michigan born mariner enhanced his seafaring abilities on three occasions at the training

facility in Piney Point, Md. Brother Thompson's last ship was the *American Republic*. He resides in Milton, Fla.

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

HILLARD BROWN, 63, became an NMU member in 1967. Brother Brown first sailed on the *American Scientist*. He was born in Charleston, S.C. and worked in the engine department. Brother Brown most recently shipped aboard the *Cape Edmont*.

CUTHBERT FORBES, 63, is a native of Honduras. Brother Forbes joined the union in 1967, first sailing on the *Gulf Supreme*. Prior to his retirement, he worked aboard the *Argonaut*.



HENRY RICHARDSON, 59, launched his NMU career in 1966 in the port of San Francisco. Brother Richardson was born in New Orleans and shipped as a member of the steward department. His first ship was the *U.S. Builder*; his most recent was the *ITB Jacksonville*.

Approving the Standard Agreements



Left: Voting on the standard agreements takes place on the *Tyco Decisive* in the port of Mobile. From the left are Bosun Jose Gomez and ABs Lovell Smith and Koksai Demir. Below: Other crew members aboard the ship wait for their turn to vote.



Reprinted from past issues of the Seafarers LOG.

1945

As a first step toward a National Labor Relations Board election covering the Isthmian fleet, the SIU this week notified Isthmian that the SIU represented a majority of Isthmian seamen and demanded full recognition as the sole collective bargaining agent. In the event Isthmian refuses the recognition, the SIU will then petition the Labor Board for an election covering all the unlicensed seamen aboard Isthmian ships. In the meantime the organizational drive continued in full swing.

1955

A new high in both the number of benefits and total sums paid out was established by the dependents' hospital and surgical plan for the month of October. Sixty Seafarer families benefited from payment of over \$9,500 in hospital bills and surgical-medical fees during the month. In the four months since the plan started operating, 196 benefits of this kind have been paid to Seafarers at a total outlay of better than \$31,000.

1965

Three more foreign-flag ships transporting military cargoes to South Vietnam for the Defense Department are tied up at various ports

around the world due to the refusal of the foreign crews to sail the vessels with their vitally needed cargoes to the war zone.... The *Craftsman* was first tied up in Kobe, Japan by the desertion of her Indian crew, who would not sail with her Vietnam-bound supplies. A Chinese crew was flown in to man the vessel, but upon reaching Hong Kong, they too refused to continue with the U.S. military cargo. Both of the other ships (*London Craftsman* and *Elys Harbour*) are also manned by Chinese crews who refuse to take their cargoes to Vietnam.

THIS MONTH IN SIU HISTORY

1975

Seventeen ships under contract to the SIU this month received charters to carry U.S. grain to Russia after strong political pressure by labor forced the Ford administration to negotiate a new long-term, five-year shipping agreement with the USSR, which includes higher freight rates and a ceiling on the amount of grain that can be sold to the Russians. Labor's unified stand against the uncontrolled sale of grain to Russia not only has given a much-needed shot in the arm to the ailing U.S. tanker industry, but will help stabilize all grain-related consumer prices in this country. U.S. tankers will haul an estimated 890,000 tons of grain to the Soviet Union in October.

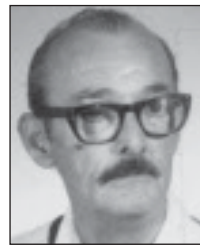
Final Departures

DEEP SEA

HUBERT ARCHIBALD

Pensioner Hubert Archibald, 88, passed away May 15. Brother Archibald joined the union in 1966. His first voyage was aboard the *Good Fellow*. Brother Archibald was born in New York and shipped in the steward department. Before retiring in 1987, he last sailed on the *Boston*. Brother Archibald made his home in the state of Washington.

ELVYN BUSSELL



Pensioner Elvyn Bussell, 81, died April 4. Brother Bussell became an SIU member in 1951 in the port of Philadelphia. He initially

sailed aboard the *Potrero Hills*. Brother Bussell worked in the engine department, last sailing aboard the *Diamond State*. Brother Bussell was born in Covington, Ky. and called Philadelphia home. He began receiving his pension in 1985.

DAVID CAMPBELL



Brother David Campbell, 49, passed away April 23. He joined the SIU in 1980 in Piney Point, Md. Brother Campbell's first ship was the

Robert E. Lee. The steward department member, who was a native of Tacoma, Wash., last sailed on the *Horizon Tacoma*. He was a resident of Spokane, Wash.

WILLIAM COFONE



Pensioner William Cofone, 81, died Jan. 31. Brother Cofone began his seafaring career in 1955 in the port of Philadelphia. His first trip

was on the *Royal Oak*, where he worked in the deck department. Brother Cofone, who was born in New York, last sailed aboard the *Overseas Valdez*. He resided in the Philippines and began receiving his pension in 1990.

ESTUARDO CUENCA



Pensioner Estuardo Cuenca, 82, passed away April 24. Brother Cuenca started sailing with the SIU in 1952 from the port of New

York. He originally worked on the *Steel Ranger* in the engine department. Brother Cuenca was born in Ecuador. Prior to his retirement in 1985, he worked aboard the *Pittsburgh*. Brother Cuenca lived in Hialeah, Fla.

ARTHUR CUNNINGHAM



Pensioner Arthur Cunningham, 81, died May 14. Brother Cunningham joined the Marine Cooks & Stewards (MC&S) in

1953 in the port of San Francisco. He began his seafaring career on the *Santa Magdalena*. Brother

Cunningham was born in Hamilton, Ohio. The steward department member last worked aboard the *Chief Gadao*. Brother Cunningham, who made his home in Portland, Ore., began his retirement in 1987.

FELIX DAYRIT



Pensioner Felix Dayrit, 92, passed away April 10. Born in the Philippines, Brother Dayrit embarked on his seafaring career in 1948.

His first ship was the *Steel King*. Brother Dayrit was a member of the engine department. His final voyage was aboard the *Santa Maria*. Brother Dayrit started collecting his retirement compensation in 1979. He called San Francisco home.

FRANCES DEAL



Pensioner Frances Deal, 79, died April 26. Sister Deal joined the union in 1978 in the port of Wilmington, Calif. Her first ship was the

Santa Magdalena. Sister Deal worked in the steward department, last sailing aboard the *Kauai*. She was born in West Virginia and made her home in Los Angeles, Calif. Sister Deal began receiving her pension benefits in 1992.

LUIS FILIPETTI

Brother Luis Filipetti, 71, passed away April 1. He became an SIU member in 1957 in the port of Baltimore. Brother Filipetti was born in Puerto Rico and first sailed aboard an Ore Navigation Company vessel. He last worked on the *Cape Ducato*. Brother Filipetti resided in Adjuntas, P.R.

GARFIELD PERSLEY



Brother Garfield Persley, 26, died March 13. He joined the Seafarers in 2005 while at the Paul Hall Center in Piney Point, Md.

Brother Persley's first trip to sea was aboard the *Steven L. Bennett*. He was a resident of his native state of Louisiana.

DONALD RUNDBLAD

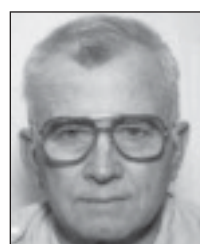


Pensioner Donald Rundblad, 75, passed away March 3. Brother Rundblad launched his SIU career in 1947. He initially sailed on

the *William F. Cody*. Brother Rundblad was born in New York and shipped in the deck department. He made his home in Tacoma, Wash.

INLAND

JAMES OLIVER



Pensioner James Oliver, 80, died March 6. Boatman Oliver began shipping with the SIU in 1945 in the port of Philadelphia. The Texas-born

mariner sailed in both the inland and deep sea divisions during his seafar-

ing career. Boatman Oliver first worked aboard the *Cedar Rapid*. Prior to his retirement in 1991, he worked aboard G&H Towing Company boats. Boatman Oliver called Timpson, Texas home.

HENRY REYNOLDS



Pensioner Henry Reynolds, 72, passed away March 7. Boatman Reynolds joined the ranks of the SIU in 1963. He sailed primarily

aboard Hvide Marine and Seabulk Tanker vessels. Boatman Reynolds was born in Niceville, Fla. and lived in Port Arthur, Texas. He went on pension in 1996.

OLLIE TAYLOR



Pensioner Ollie Taylor, 80, died May 15. Born in LaGrange, N.C., Boatman Taylor initiated his seafaring career in 1977, sailing primarily aboard ves-

sels operated by Crowley Towing & Transportation of Jacksonville. Boatman Taylor retired in 1991 and made his home in Satsuma, Fla.

GREAT LAKES

EDWIN ROOFNER

Brother Edwin Roofner, 53, passed away May 3. He became an SIU member in 2005. Brother Roofner was born in Youngstown, Ohio. He worked in the deck department on the *Susan Hannah* during his seafaring career. Brother Roofner was a resident of Chicago.

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

MARCIANO ALMEIDA



Pensioner Marciano Almeida, 78, died March 20. Brother Almeida joined the union in 1945 in the port of New York. He was born in

Fall River, Mass. and sailed as a member of the steward department. Brother Almeida initially shipped on

the *Hampton Roads*. He went on pension in 1985.

SYDELLE AYUSO



Pensioner Sydelle Ayuso, 80, passed away Jan. 13. Brother Ayuso became an NMU member in 1960 in the port of New York. The steward department

member's first voyage was aboard the *Argentina*. Brother Ayuso last sailed on the *American Astronaut*. He started receiving his retirement benefits in 1987.

WILLIAM BONNER



Pensioner William Bonner, 96, died Jan. 15. Brother Bonner commenced his NMU career in 1935 while in the port of Norfolk, Va.

His first vessel was the *E.R. Kemp*. Brother Bonner was a Rhode Island native. He began collecting his pension in 1968.

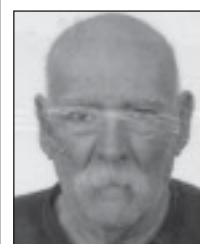
ALFRED CUNNINGHAM



Pensioner Alfred Cunningham, 78, passed away Feb. 17. Brother Cunningham joined the NMU in 1967 in the port of

Houston. His earliest trip to sea was aboard the *Leslie Lykes*. Brother Cunningham was born in Illinois and shipped in the engine department. His last voyage was on the *Margaret Lykes*. Brother Cunningham became a pensioner in 1990.

JOHN LeBLANC



Pensioner John LeBlanc, 83, died Feb. 17. The Texas-born mariner began his NMU career in 1942, first sailing from Port Arthur, Texas aboard

the *Gulf Gem*. He was a member of the engine department. Before retiring in 1972, Brother LeBlanc worked on the *Texaco Georgia*.

DIDIER OSSOU

Pensioner Didier Ossou, 83, passed away Jan. 9. Brother Ossou began



sailing with the NMU in 1944 from the port of New York. Born in Martinique, his last voyage was aboard the *Marine Fiddler*. Brother Ossou retired in 1968.

FREDY RECINOS



Pensioner Fredy Recinos, 86, died March 24. Brother Recinos joined the union in 1963 in the port of New York. He initially shipped as a member of the

steward department on the *Constitution*. Brother Recinos, who was born in Guatemala, last sailed aboard the *Brinton Lykes*. He went on pension in 1983.

CHRISTOBAL ROSARIO



Pensioner Christobal Rosario, 80, passed away Feb. 26. Brother Rosario joined the NMU in 1943 in the port of New York. He

first worked aboard the *Southern Sun*. Brother Rosario last sailed on the *Export Champion*. He started receiving his pension in 1971.

JOSEPH TRUPIO



Pensioner Joseph Trupio, 88, died Feb. 4. Brother Trupio was born in Brooklyn, and began his seafaring career in the port of New York. Brother

Trupio's last voyage was aboard the *American Lark*. He retired in 1968.

MARTIN YATES



Pensioner Martin Yates, 90, passed away Feb. 16. Brother Yates joined the NMU in 1937 in the port of Jacksonville, Fla. The steward department

member, who was born in the Cayman Islands, first worked on the *Benjamin Brewster*. His most recent voyage was aboard the *Marine Texan*.

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

NAME	AGE	DOD	NAME	AGE	DOD
Barnes, Claude	80	Dec. 7	Maggio, Antonio	78	Aug. 24
Battle, Luis	89	Dec. 11	McKiver, James	67	Aug. 24
Bertalo, Ferdinand	78	Aug. 4	Midence, Salvador	85	June 23
Blanco, Basilio	82	Dec. 3	Mosely, Arthur	81	Aug. 1
Butigan, Andrew	81	May 18	Negron, Rafael	84	Feb. 5
Cooke, Edmond	93	Dec. 8	Ng, Hon Chung	91	July 31
Cruz, Cristobal	82	Dec. 10	Paun, Tin	90	July 24
Davis, Cornelius	81	Aug. 12	Poopsingh, Flavius	93	Aug. 1
DeMario, Ernest	84	July 23	Rolling, Albert	79	July 21
Fawson, Mary	90	Feb. 1	Shepherd, Edward	87	July 31
Harris, Hewlet	82	Aug. 4	Simmons, Lloyd	69	Aug. 20
Hayes, Leon	82	July 25	Trahan, James	78	Aug. 22
James, Leslie	89	Aug. 3	Trotman, Stephen	60	Aug. 9
Latten, Henry	79	Aug. 5	Winnier, Joseph	82	Aug. 3

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.

HORIZON PACIFIC (Horizon Lines), July 27—Chairman **Glenn R. Christianson**, Secretary **Robert P. Mosley**, Educational Director **Ursel R. Barber**, Deck Delegate **Julius C. Udan**, Engine Delegate **Michael G. Bautista**, Steward Delegate **Jabr A. Matari**. Bosun discussed benefits of new contract and spoke about importance of contributing to SPAD. He asked departing crew members to leave rooms clean for next person and reminded them to check in with customs and immigration as well as their union agent before leaving ship. Secretary encouraged Seafarers to upgrade skills at Paul Hall Center in Piney Point, Md. and keep documents, drug tests and dues current. Treasurer stated \$350.37 in cook-out fund. No beefs or disputed OT reported. Crew thanked steward department for great food and cookouts during journey. Suggestion made to have nationwide registry for all ports. Everyone was asked to keep noise down while watchstanders are resting. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam; Hong Kong.

HORIZON TACOMA (Horizon Lines), July 30—Chairman **Joseph Artis**, Secretary **Cynthia L. Caster**, Educational Director **Mohamed N. Alsinai**, Deck Delegate **Mark E. Pesola**, Engine Delegate **Leo B. Bacall**, Steward Delegate **Reynaldo C. Telmo**. Chairman announced Aug. 1 pay-off prior to arrival in Tacoma, Wash. He advised crew members to check with boarding patrolman before departing vessel. He also spoke about new requirements for SHBP eligibility and that balloting on changes to constitution will take place between Sept. 1 and Oct. 31. Secretary asked crew going ashore to clean rooms and see her if any cleaning supplies are needed. Educational director urged all mariners to take advantage of union's free education at the Seafarers-affiliated school in Piney Point, Md. No beefs or dis-

puted OT reported. Bosun read and posted e-mail from Port Agent Bryan Powell in the crew lounge. Crew was asked to put trash in the garbage room receptacles. Clarification requested regarding emergency leave, including complete copy of the Federal Family and Medical Leave Act. Discussion held about new eligibility rules for medical benefits. Vote of thanks given to steward department for good food. Next ports: Tacoma; Anchorage, Alaska.

MOTIVATOR (Maersk Line Limited), July 23—Chairman **Laurentis D. Colbert**, Secretary **Judi L. Chester**, Educational Director **Edwin P. Taylor**, Deck Delegate **Donald Clotter**, Engine Delegate **David Terry Jr.**, Steward Delegate **Sukirman B. Suraredojo**. Chairman led discussion on observations pertaining to new contract. Educational director encouraged Seafarers to upgrade skills at Piney Point school. He stated that it has been great having the apprentices onboard; they have helped lighten the busy load. No beefs or disputed OT reported. Questions raised concerning pension benefits. Bosun reported great trip; crew worked well together. All onboard thanked steward department for excellent job preparing food and cleaning ship. Next ports: Charleston, S.C.; Houston; Norfolk, Va.

ACHIEVER (Maersk Line Limited), Aug. 3—Chairman **Ion Irimia**, Secretary **Kenneth A. Hagan**, Educational Director **Michael S. Kirby**, Deck Delegate **Vasilij P. Semesjuks**, Engine Delegate **Glenn G. Barnes**, Steward Delegate **John G. Reid**. Chairman reviewed highlights and changes in new contract. Secretary reported on communications from company regarding pay increases retroactive to July 1 that will be mailed by check to member's current address on file. Educational director encouraged Seafarers to sign up for courses

offered at SIU-affiliated school. He also reminded them to start renewal of merchant marine documents (MMDs) early. No beefs or disputed OT reported. Bosun requested improvements to gym, new T.V. antennae, new computer and e-mail for crew. Next ports: Charleston, S.C.; Houston.

HORIZON ENTERPRISE (Horizon Lines), Aug. 2—Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **James E. Tyson Jr.**, Engine Delegate **John E. Coleman**. Bosun read letter from company stating that mail being received without ship name on it is being returned to sender. Secretary asked everyone departing ship to clean room and leave fresh linen for next person. He also reminded crew members not to use stripper when cleaning showers; it eats away at the finish and drain seals. Educational director encouraged mariners to upgrade every chance they get at the Paul Hall Center. No beefs or disputed OT reported. Crew expressed concerns about contact number for medical plan due to time difference between Honolulu and headquarters. Bosun thanked deck department for great job working in holds. Crew expressed gratitude to Chief Cook **Freddie Castro** for good chow. Everyone was asked to put cushions back on couch and return dishes to the pantry when done watching movies. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

HORIZON RELIANCE (Horizon Lines), Aug. 6—Chairman **Kissinfor N. Taylor**, Secretary **Thomas M. Wybo**, Educational Director **Morris A. Jess**, Deck Delegate **Wilfredo G. Caidoy**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Abdulla M. Baabbad**. Chairman reported on new overtime rate as of Aug. 12; company will mail members the difference if not aboard vessel. He posted 2006 contract changes for everyone to read. Secretary informed crew not to wait for union meeting to address problems. He led discussion on proper steps for resolving issues and conflicts. Treasurer stated \$900 in ship's fund. No beefs or disputed OT reported. Suggestions made regarding pension benefits. Steward department given vote of thanks for job well done and good teamwork. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu.

HORIZON TRADER (Horizon Lines), Aug. 13—Chairman **Amante V. Gumiran**, Secretary **Kevin M. Dougherty**, Educational Director **Jan Haidir**, Steward Delegate **Ruben Q. Fiel**. Bosun pointed out some changes made in new contract. Secretary requested clarification on pay-off/day-off policy. Educational director advised crew to take advantage of educational opportunities available at union-affiliated school in Piney Point, Md. This could improve immediate earning potential. Treasurer stated \$234 in ship's fund. No beefs or disputed OT reported. It was announced that San Francisco hall moved to Oakland, Calif. President's report in July 2006 *Seafarers LOG* was read. Everyone was impressed with SIU President Michael Sacco's visit with U.S. President George W. Bush. "You can't ask for a better opportunity to promote U.S. Merchant Marine and our union than that." It was noted that TV and radio reception in crew lounge has been poor.

Captain and chief engineer will get technician to work on problems. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

INTEGRITY (Interocean American Shipping), Aug. 6—Chairman **Robert V. Bakeman**, Secretary **Susanne Cake**, Engine Delegate **Davon G. McMillan**, Steward Delegate **James C. Wadsworth Jr.** Chairman talked about new contract and thanked crew for working together safely. He asked mariners to return to ship one hour before sailing. Educational director urged members to enhance seafaring abilities at maritime training facility in

noted that some rooms need replacement carpeting as well. Next port: Corpus Christi, Texas.

SEABULK POWER (Seabulk Tankers), Aug. 27—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Candido Molina**, Deck Delegate **James M. Moore**, Engine Delegate **Gregory A. Terado**, Steward Delegate **Samuel S. Johnson**. Chairman announced Aug. 28 payoff in Tampa, Fla. He asked members to report any safety issues to department head and thanked everyone for great job, especially during Coast Guard inspection. It was

Aboard the Green Lake

Roosevelt Allen is the chief cook aboard the *Green Lake*, pictured below in Port Hueneme.



Piney Point, Md. No beefs or disputed OT reported. Treasurer stated that all profits from recycling cans will go toward purchase of movies in Charleston, S.C. and new grill in Baltimore. Clarification requested on penalty rates. Recommendation made to raise pension benefits and wage rates. Next port: New York.

MAERSK CAROLINA (Maersk Line Limited), Aug. 8—Chairman **Thomas P. Flanagan**, Secretary **Gerard L. Hyman**, Educational Director **Kevin M. Cooper**, Deck Delegate **Basil R. D'Souza**. Chairman announced payoff upon arrival in Charleston, S.C. He thanked members for safe, smooth trip. Educational director encouraged mariners to keep documents current and upgrade at Piney Point school. No beefs or disputed OT reported. Members requested information on new contract. Suggestions made regarding improving pension, medical and vacation benefits. Steward department thanked for job well done. Next ports: Norfolk, Va.; Charleston.

OVERSEAS NEW ORLEANS (OSG Ship Management), Aug. 26—Chairman **Samuel Duah**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Michael W. Edwards**, Engine Delegate **Craig S. Croft**, Steward Delegate **Devalence W. Smiley**. Chairman stated patrolman coming aboard in Tampa, Fla. He asked crew members to be prepared to pay dues at that time. No beefs or disputed OT reported. It was suggested that each member read the *Seafarers LOG* to see what the union is doing for us. President's report from *LOG* was read and discussed. Request made for new mattresses for crew rooms. It was

reported that ship would sail one day early due to approach of Hurricane Ernesto. Educational director encouraged Seafarers to attend classes at Paul Hall Center and renew MMDs at least 6 months before expiration date. No beefs or disputed OT reported. Vote of thanks given to steward department for good job. Next port: Tampa.

USNS MARY SEARS (Horizon Lines), Aug. 20—Chairman **Richard D. Hilbert**, Secretary **Philip Lau**, Educational Director **Christopher Eason**, Deck Delegate **Kelly J. Doyle**, Steward Delegate **James C. Dewey**. Chairman talked about holiday change: Paul Hall Day will be replaced by Columbus Day. He also went over change in medical benefits. Questions were raised about new 150-day policy in order to be eligible for benefits. No beefs or disputed OT reported.

USNS SISLER (Maersk Line Limited), Aug. 14—Chairman **Eddie L. Thomas Sr.**, Secretary **Susan K. Bowman**, Educational Director **Timothy A. Chestnut**, Engine Delegate **Pati F. Taototo**, Steward Delegate **Teresito O. Reyes**. Bosun talked about changes in seetime requirements to remain eligible for benefits. He also reported on safety meeting. Bosun stressed importance of separating trash, noting that aerosol cans are like bombs in an incinerator. Treasurer stated \$57.50 in ship's fund. No beefs or disputed OT reported. Recommendation made to increase wages and vacation pay. Crew members conversed about what ship's fund money should be used for. Suggestions included basketball hoop, DVD burner, T-shirts, ping-pong table. Next port: Jacksonville, Fla.

Moving Containers



AB Stacey Twiford is on top of a container, preparing to latch it to the crane in order to move it from the *Flickertail State*. Bosun Dave Brown (in front) directs the crane operations.

Letters to the Editor

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

Repeating a Key Message

To keep our union on a true course, it certainly bears repeating, especially in these times: Keep 'em sailing and rolling under the American flag, with American-crewed, American-built ships. It's also important that we support trade agreements which protect workers' rights.

By reading the *Seafarers LOG*, it is obvious that the membership is doing its best to promote and protect a strong U.S.-flag fleet.

Peter Katlen (Retiree)
Xenia, Ohio

What the Doctor Ordered

Just letting you know that I've been taking several medications every day for many years. I am 75 years old and am very grateful for my prescription drug coverage through the Seafarers Health and Benefits Plan. The program works very well.

Pete Macaraeg
San Francisco

Backing H.R. 23

The SIU has been a great help in supporting and promoting H.R. 23, the Belated Thank You Act. Here is a suggested message for mariners and other supporters to use when calling or writing their elected representatives to promote this legislation (the toll-free number to the Capitol switchboard is 888-355-3588):

I urge you to sign Discharge Petition #14 for the release of H.R. 23, the Belated Thank You to the Merchant Mariners of World War II Act. The members of the U.S. House of Representatives have shown overwhelming support—264 representatives have signed on as cosponsors, but the bill hasn't been moved out of committee to the full House for a vote.

Merchant mariners were an integral part of World War II. We suffered a high casualty rate while we delivered troops, tanks, food, airplanes, fuel and other needed supplies to every theater of war. Without the services of merchant mariners, it would have been very difficult, if not impossible, to win World War II.

Unfortunately, we were denied any rights under the GI Bill. We became the forgotten service. It wasn't until 1988 that we were given any benefits, and even then, we did not receive some portions of the GI Bill.

The average age of the WWII mariner is 82. Passing H.R. 23 would provide compensation for many years of lost benefits, which denied many of us the opportunity to get a higher education and to obtain a home loan. Please support us by signing Discharge Petition #14 for H.R. 23.

Richard Wiggins
Kansas City, Missouri
(See photo below)

Appeal from USS

Dear American seafarers:

You may recall the first time you stepped into a USS center in a foreign port. If not, certainly many of your shipmates do. A safe haven, a friendly face, a telephone to call home, money orders so you can transfer funds, a deliciously prepared meal, a gift shop with affordable items, a friend when you need one most—a place to call home away from home.

Since 1942, the United Seamen's Service (USS) has prided itself on the programs and services offered to promote the welfare of American and allied seafarers like you. Today, USS needs your help. Dwindling financial resources makes USS increasingly unsustainable. Survival will depend on the agency's ability to continue partnerships with seafarers and to build relationships and seek support in the maritime industry—with unions, carriers, government, military and veteran mariners.

The origin of the USS coincides with United States involvement in World War II. The military had the USO and military clubs. It was necessary to provide a facility for those American sea-

farers who traveled into harm's way to carry troops and supplies throughout the world, and President Franklin Roosevelt was at the forefront of the effort by the maritime unions and management to establish the USS.

USS has continued over the years to provide services to American seafarers to help alleviate the hardships experienced during the Korean, Vietnamese and Persian Gulf conflicts. Today, American mariners are again engaged in maintaining the critical flow of supplies to U.S. armed forces in Iraq and Afghanistan and the network of USS centers are there to support them. A USS affiliate, the American Merchant Marine Library Association, continues to provide libraries to U.S.-flag vessels, and especially to the ships of the Ready Reserve Fleet, to ensure that our mariners have quality reading material while at sea.

The USS has survived in an industry that has been through radical change over the last 65 years. Those of us in the maritime industry understand the challenge: international unrest keeping military ships at sea rather than on shore; higher food, beverage and labor costs not easily passed on to seafarers visiting our centers; unstable currency exchange rates; extremely high insurance premiums at our centers in the Pacific due to storms and threat of earthquake; and the total loss of our headquarters office in the World Trade Center on 9/11, among other issues. It is imperative that we support the American seafarers across the globe that overcome adversity and proudly carry our world commerce and serve America in times of crises.

Your tax-deductible donation will assist USS in supporting American seafarers. Thank you for your consideration of this worthy cause. As we said in our historic 1940s campaign, "That's Our Outfit! Let's Keep It Going!" You may contact USS at 635 Fourth Avenue, Ground Floor, Brooklyn, NY 11232, telephone (212) 269-0711, email: ussamm-la@ix.netcom.com

Let's keep USS going today.

Roger T. Korner
Executive Director
Brooklyn, New York

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.



Retired mariners show their support for H.R. 23.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for October through the end of 2006. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 2	October 27
	November 13	December 8
Lifeboatman/Water Survival	October 30	November 10

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Oct. 2, 2006.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	November 13	December 8
Marine Electrician	October 23	December 15
Welding	October 9	October 27

Recertification

Bosun	October 9	November 6
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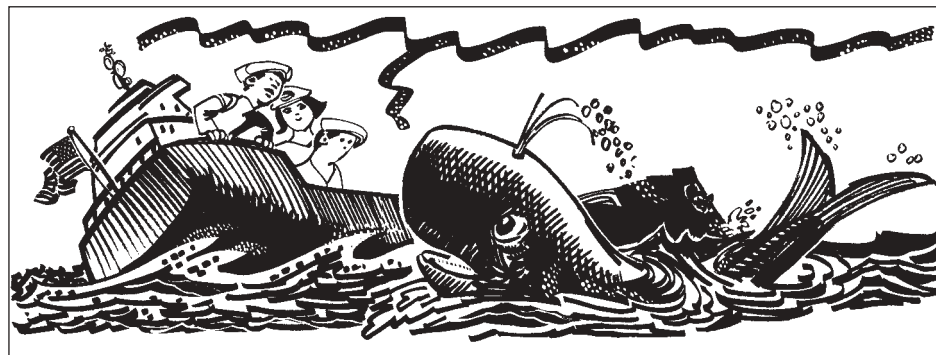
Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	November 6	November 10
Basic Safety Training - FOWT	November 13	November 17
Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	November 27	December 8
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	October 16	October 20

Academic Department Courses

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

Upgrade at the Paul Hall Center



A future edition of the Seafarers LOG will contain a complete guide of all the upgrading courses available to students in the year 2007.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry 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.

10/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 677 — Graduating from the water survival course are unlicensed apprentices from class 677. They include (in alphabetical order) Mohammed Ali, Carlos Balado Hernandez, Michael Bussiere, Rustin Calame, John Cash, Robert Freeman, Thomas Hampshire, John McKay, Zachary Miano, Teddy Ramos Zayas, Cindy Smith, Thomas Streeper III, Michael Stilwell, Darrell Taylor, Kristopher Travis, Steven Trewitt, Eric White and John Worae.



AB — Receiving certificates for completion of the AB class ending Sept. 15 are (in no specific order) Arnie Borja, S. Khin Naing, Leander Garrett, Jack Gainers, Vadym Gutara, Richard Fugit, Michael Williams, Ronald Ramos, Jeffrey Tyson, Robert Hayes and Jacob Kamp. Their instructor, Bernabe Pelingon, is at far left.



ARPA — Upgrading Seafarers who completed the ARPA course Aug. 25 are (in alphabetical order) Joel Fahselt, James Hall, Carl Kivela, Sergey Kurchenko, Kenneth Lattin, Carlos Llanos and Robert Warren. Their instructor, Mike Smith, is standing third from right.



FOWT — Aug. 8 graduates of the FOWT course are SIU upgraders (in no specific order) Jaret Latta, Mark Pitt, Richard Goff, Paul Jefferson, Michael Warner, Kevin Tyson, Dustin Schultz, Gregory Holsey Jr. Ted Gonzales, Adam Soto, Jeremy Martinez, Maurice Terry, Randolph Scott, David Quade, Lua Tran, Mikel Tittsworth, Martin Hamilton, Kevin Lopez, Howard Vick, Bryan Dawson and Emma Porter. (Note: Not all are pictured.)



Radar — Under the instruction of Mike Smith (second from left) are Aug. 18 graduates of the radar course (in alphabetical order) Joel Fahselt, William Gates, James Hall, Sergey Kurchenko, Kenneth Lattin, Carlos Llanos and Robert Warren.

Any student who has registered for a class and finds—for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.

Computer Lab Classes



Left: Holding his certificate of achievement for a course completed Aug. 4 in the computer lab at the Paul Hall Center is James Bryand Jr. His instructor, Rick Prucha, stands beside him.



Right: With instructor Rick Prucha (standing) are students who completed their computer courses Aug. 11. They are Fernando Mesa (left) and Matthew Whitmore.

Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Upgrading students who completed this course Aug. 11 are (in no specific order) Warren Barney, Elisha Johnson, Brian Gauntt, William Brennan, Eduardo Osorio, Alvin Jackson, Michael Orton, Michael Valdez, Jefferson Julian, Denis Dubro, Slavi Zahariev, Joseph McCrosky, Novert Wimberly, Jose Lopez, Charlie Chapman, James Larkin Jr. and Carlos Velasquez. Their instructor, Jim Shaffer, is at far right.



Tankerman (PIC) Barge — The tankerman (PIC) barge course took place Aug. 7-11. Receiving certificates of completion are (in no specific order) David Nimmer, Glenn Perry, Al Zapata-Nicholls, Tom Filippone, Michael Merrell Jr., John Haller, German Oliva, William Rieckelman, Lace Killman and Chris Cain. Not pictured is Carlos Perez Jr. Their instructor, Mitch Oakley, is at far left.



Lifeboatman/Water Survival — Aug. 18 was graduation day for students in the water survival course. They are (in no specific order) Tracy Hill, Abdulataef Ali, S. Khin Naing, Richard Fugit, Joaquim Ganeto, Anya Mixon, Ardeccia Hill, Jimmie Gross Jr. Keith Kowaleski and Julie Duoroznak. Their instructor, Bernabe Pelington, is seated in front.



Medical Care Provider — Completing the medical care provider course Aug. 18 are (in no specific order) Victor Nunez, Lace Killman, Larry Pascua, Antonio Libo-on, Joseph Grandinetti and James Bryant. Their instructor was Mark Cates (not pictured).



STCW — NCL, Aug. 17: Christina Preciado, Shawn Richardson, Jennifer Richardson, Edmundo Rico, Concetta Rocco, Orion Rodgers, Renesha Rogers, James Roper, Kipenzi Roseberry, Max Roseme, Maria Schneider, Cidnee Scott, Amy Scull, Christopher Sermons, Muein Sharkassi, Andrea Smith, Gina Spriggs, Caitlin Sullivan, Tiffany Swearingen, Gino Terranova, Nichole Thomas, Pirun Tough and Candace Trice.



STCW — NCL, Aug. 24: Erica Dulla, Angel Dumeng Jr., Christopher Eastwood, Johanna Figueroa Mulero, Timothy Fonseca, Josh Garner, Quinterria Gibson, Carl Gonzalez, Christopher Gosnell, Justine Goworoski, Charlotte Gray, Donzalla Greer, Angeleen Gulch, Roger Harper, K. Hayes-Boots, Hayley Hill, James Holman, Tamia Horton, Glenda Howell, Paul Hunt, Shigeo Iesako, Tonya Jackson, Olga Jaramillo, Lisa Jeffery, Matt Kalafut, Shaun Kelley and Carol Leach.

Academics Dept



Taking advantage of the educational opportunities available at the Paul Hall Center, Rahul Bagchi recently completed Math 101—College Mathematics. Standing next to instructor Rick Prucha, he displays his certificate of completion.



The Seafarers Log

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

**Attention Seafarers:
Remember SPAD
for Job Security**

Seafarers on the West Coast



This photo was snapped during a recent servicing visit to the inland Brusco tugs *Wynema Spirit* and *Lulapin Spirit* in Port Hueneme. From the left are Deck Utilities Kasanova Langi, Mike Howard, Jason Diaz and Mike Johnson.



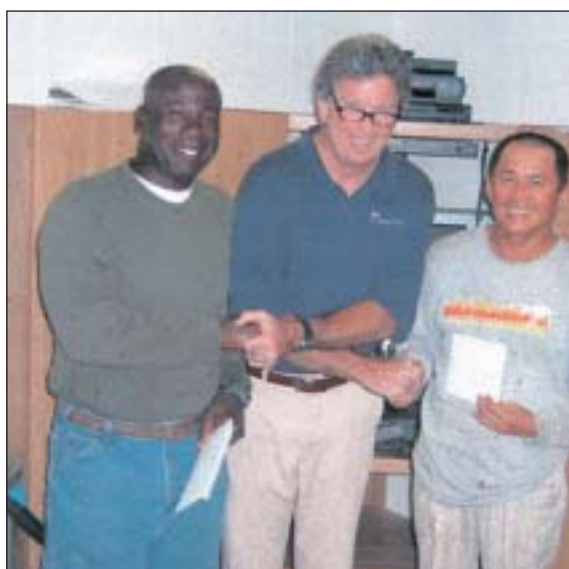
Working as a team aboard Matson's *Manukai* are, from left, ACU Mary Lou Lopez, Chief Steward Carl Poggioli and Chief Cook Karen Fensel.



Loaded with containers, the *Manukai* recently called on the port of Long Beach.



While visiting the West Coast for the grand opening of the new union hall in Oakland, President Michael Sacco (seated) and Executive Vice President Augie Tellez (far left) met with crew members aboard the *Horizon Reliance*.



Capt. Jim Marshal (center) presents a safety award to AB Albert Mensa Jr. (left) and Patricio Libre aboard the *Seabulk Mariner*. Thanks to Recertified Bosun Ramon Castro, the bosun aboard the vessel, for sending this photo to the LOG.

New Oakland Hall Opens

A grand opening was held to mark the occasion of the moving of the old San Francisco hall to a new facility in nearby Oakland, Calif. Aug. 17 (Sept. 2006 *Seafarers LOG*).



Approximately 150 people attended the ceremony, including SIU officials President Michael Sacco, Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel as well as representatives from companies and other unions, including Matson, APL, Horizon, Crowley, Iron Workers, Sheet Metal Workers, Plumbers, Carpenters, IBEW, Fire Fighters, Police Officers and the Alameda Labor Council.

With much excitement in the air, SIU President Michael Sacco (center) is ready to cut the ceremonial ribbon to the new hall as Vice President West Coast Nick Marrone (left) and Assistant Vice President West Coast Nick Celona look on.

Oakland Mayor Jerry Brown sent a proclamation that was read to the audience, welcoming the SIU to the city; and the Eleventh Coast Guard District presented the union with a certificate of appreciation to commemorate the new hiring hall and in "grateful appreciation for your outstanding support of the United States Coast Guard and the San Francisco Bay Maritime Community."

As previously reported, the new hall offers more than 30 parking spaces next to the building, with additional parking nearby. It includes a media room for rank-and-file members featuring a television and high-speed internet hookups. It has a classroom for off-site training, meeting and conference rooms, is bright and clean, and—best of all—it's well situated to the waterfront and within easy distance of public transportation.



Retired Port Agent Vince Coss (right) shares a happy moment with Nick Marrone II during the grand opening ceremonies.