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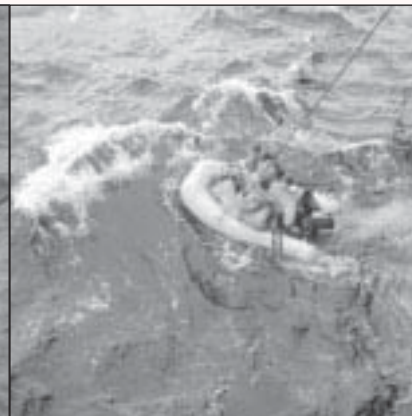
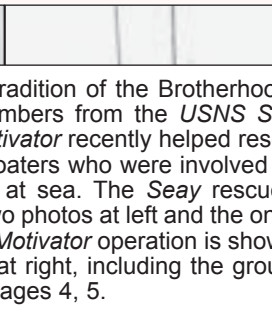
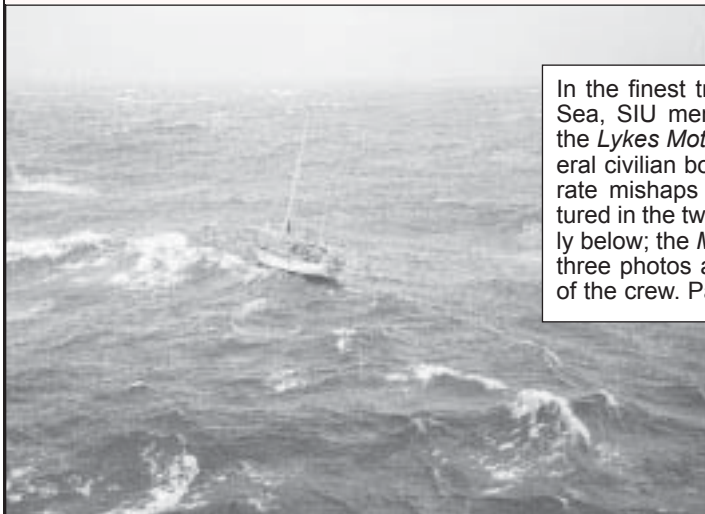
The Seafarers Log

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

Seafarers to the Rescue!

USNS Seay, Lykes Motivator Crews Help Save Lives at Sea

In the finest tradition of the Brotherhood of the Sea, SIU members from the *USNS Seay* and the *Lykes Motivator* recently helped rescue several civilian boaters who were involved in separate mishaps at sea. The *Seay* rescue is pictured in the two photos at left and the one directly below; the *Motivator* operation is shown in the three photos at right, including the group photo of the crew. Pages 4, 5.



Pride of America Christening Set



The Seafarers-crewed *Pride of America* is scheduled for christening this month in New York. NCL America's newest vessel signifies more new jobs for SIU members along with the continued rebirth of the deep sea U.S.-flag cruise ship industry. Page 3.



'4th Arm of Defense' Honored

Representatives from the administration, Congress and the military underscored the value and heroic tradition of the U.S. Merchant Marine during National Maritime Day ceremonies May 19 in Washington, D.C. Above, Vice Adm. David L. Brewer III, commander of the U.S. Military Sealift Command, shakes hands with Unlicensed Apprentice Victor Malave Jr. following the observance at MSC. Dozens of apprentices from the Paul Hall Center for Maritime Training and Education attended the ceremonies—and Admiral Brewer personally greeted each of them. Pages 12, 13.

Matson Ship Christened

Page 3

More Benefits Conferences

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Family Photos

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President's Report

Top of the Class

First-time visitors to the Paul Hall Center for Maritime Training and Education often are surprised at how much the school has to offer.



Michael Sacco

Located in Piney Point, Maryland, the Paul Hall Center truly is a world-class facility. The campus and buildings are beautiful, the equipment cutting-edge. Most importantly, the instructors and staff are extremely knowledgeable, supportive and dedicated to the school's mission of delivering the world's best-trained mariners.

I have worked in conjunction with the school since its founding in 1967. Throughout the years, I've been most impressed by how the Paul Hall Center not only embraces change but seeks it, as a means of constantly staying ahead of our industry's needs. Through that approach—always asking, "How can we improve?"—the Paul Hall Center has become, in my view, second to none.

With a strong emphasis on hands-on training, the school offers everything from entry-level programs to upgrading classes to license preparation to academic support and more. In recent years, the center has answered America's heightened security needs by implementing comprehensive maritime safety and anti-terrorism training for every student who passes through the front gate. For example, the school added a small-arms range approved by the U.S. Military Sealift Command (along with accompanying curriculums) and then in early 2005 became the first facility to offer a vessel security officer course approved by the U.S. Maritime Administration.

Those are just two examples among many that illustrate the Paul Hall Center's commitment to offering the most useful, important, up-to-date training anywhere in our industry. The school also has been a leader in providing STCW-mandated training, and was the first to publish a Coast Guard training record book to meet international shipping regulations.

Similarly, the school was among the first maritime facilities to provide shiphandling simulators for training, and it was the first to offer an oil-spill prevention and containment class. Additionally, the Paul Hall Center was the first to institute an EPA-certified refrigerant handling class both on and off campus. It also was the first to establish a culinary institute dedicated to food preparation aboard ship.

With the rebirth of the American-flag deep sea cruise ship industry, the school has developed new courses and built additional facilities specifically to help meet the manpower needs of this important component of the U.S. fleet. Here again, it's another example of how the Paul Hall Center unfailingly fulfills its purpose.

As you can tell, I'm proud to be associated with the school, which is a joint trust between the Seafarers International Union and its contracted employers. (The school is funded and maintained through joint contributions of signatory employers. Jointly appointed trustees then manage the contributions to most effectively operate the school.) The Paul Hall Center has trained tens of thousands of students, helping them begin and sustain productive, rewarding careers.

Honoring a strong sentiment of the school's founder, the late SIU President Paul Hall, the center also offers plenty of academic study for those who are interested. This includes everything from basic tutoring all the way to a college degree program. In between, students can earn a GED at the Paul Hall Center and also earn college credits by completing any number of the dozens of curriculums offered.

Still, the heart of the school is maritime training—and on that score, the Paul Hall Center remains at the head of the class.

Delta Mariner Transports Booster Cores for Delta IV

The Seafarers-crewed *Delta Mariner* last month transported three components known as common booster cores for use on a Delta IV Heavy rocket. The ship delivered its cargo of 150-foot cores May 11 in Cape Canaveral, Fla. after sailing from Decatur, Ala.

A spokesperson for Boeing said the cores will be used in a Delta IV Heavy rocket launch that is scheduled for October. The mission will involve placement of defense satellites for the U.S. Air Force.

The booster cores weigh about 60,000 pounds apiece and are 16 feet in diameter.

Last month's assignment highlighted the *Delta Mariner's* uniqueness. The 312-foot vessel, in service since 2000, specifically was designed to transport rocket boosters and other space hardware. It mainly sails between Alabama, Florida and California.

Thanks to a variable ballast design, the ship operates on rivers as well as oceans. Its top speed is 15 knots.

The Delta IV Heavy rocket made its first flight in December 2004.



Photo courtesy of Boeing
The SIU-crewed *Delta Mariner* loads a Delta IV common booster core at the John C. Stennis Space Center, Miss.

Financial Committee Okays Records

A committee of rank-and-file members, elected by their fellow Seafarers during the May union meeting in Piney Point, Md., has reviewed the SIU's financial records for the year 2004 and found them in good order.

Serving on the committee were **Gerard Costello, Melvin Grayson Sr., Nina McFall, Chris Nardone, John Reid, Francis Washington Jr. and Rachel Washington**.

In its reports, the committee stated, "All records used in connection with the Union's financial operations were reviewed fully.... We find that the Headquarters of the Union is taking all steps possible to safeguard Union funds and to see that the disbursements of the Union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The use of an annual financial committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee shall make

an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



Members of the financial committee and SIU officials are pictured last month at union headquarters. Standing left to right are SIU Assistant VP Ambrose Cucinotta, Francis Washington Jr., Rachel Washington, Melvin Grayson Sr., John Reid, Chris Nardone, Nina McFall, SIU Secretary-Treasurer David Heindel and Gerard Costello.

Seafarers Greet Navy League President



Sheila McNeill, president of the Navy League of the United States and a strong supporter of the U.S. Merchant Marine, recently visited with SIU members aboard the government-owned tanker *Petersburg* in Saipan. At left, McNeill receives a Seafarers jacket from SIU Representative Jeff Turkus. Pictured below are (left) ABs Chris Dionio and Sam Lloyd and (right) more crew members from the *Petersburg*.



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Say It with Pride: Christening Set for 2nd NCL America Ship

The Seafarers-crewed *Pride of America*—the second vessel in NCL America's fleet—is scheduled for christening June 17 in New York City, signaling more new jobs for SIU members.

The ship has been in the news a lot lately, largely because it is the first new deep sea U.S.-flag cruise ship in half a century and is the biggest passenger ship ever built for U.S. registry (921 feet long, with 15 decks and a passenger capacity of more than 2,100). But the *Pride of America* also grabbed headlines when NCL America announced that the popular television show "Live with Regis and Kelly" would broadcast a full week of shows (airing June 20-24) from aboard the ship.

Last month, the vessel successfully was floated out at a German shipyard. It subsequently was scheduled for four days of sea trials, which in part were to focus on testing this ship's diesel-electric propulsion system.

As previously reported, Seafarers who are filling the unlicensed positions aboard the NCL America vessels are completing courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and at its affiliated Seafarers Training Center in Hawaii. These facilities offer a range of key

classes including fire fighting and safety training.

A recent article about NCL America training on the consumer web site Cruise Critic noted, "The facility at Piney Point may look like a summer camp, with ponds, wooden signs, trees and grass. But a look beyond the surface will reveal an environment that's all business, with an operational culinary lab, and state-of-the-art bridge and engine simulators.... And I've got to say that knowing my cabin steward or favorite bartender could save my life certainly puts my mind at ease."

A third NCL America ship—the *Pride of Hawaii*—is on schedule for a 2006 launch, joining both the *Pride of America* and the *Pride of Aloha*, which began sailing in 2004.

In a news release announcing that the morning talk show with Regis Philbin and Kelly Ripa will take place aboard the *Pride of America*, NCL America noted that the TV personalities "have commandeered the whole ship, and are giving away free cruises to 1,000 contest winners and fans...."

Contest details are available on the internet at www.liveregisandkelly.com.



The SIU-crewed *Pride of America* means additional jobs for Seafarers in the growing U.S.-flag deep sea cruise ship industry.

Matson Adds Another Ship

SIU members and others in the maritime industry who sailed aboard the *Manulani* over a three-day period of sea trials, found the ship seaworthy and ready for service.

The *Manulani* is the third diesel-powered containership built for Seafarers-contracted Matson Navigation Company at Kvaerner Philadelphia Shipyard. The new vessel is similar in capacity, speed and operating efficiency to Matson's Seafarers-crewed *Manukai* and *Maunawili*. Those two ships also were built

at Kvaerner Philadelphia; they entered service in 2003 and 2004, respectively. A fourth ship is expected to be placed in service in June 2006.

These new vessels are part of a planned \$354 million investment in ship, container and terminal assets that will be used to launch a new Guam and China service, which is scheduled to start in February 2006.

Matson has the option to time charter these vessels in lieu of purchasing them. It also will have options with the shipyard to

build up to four other containerships of similar design that are deliverable before June 2010.

Before the *Manulani* could head out west to begin service, a number of checks needed to be performed on all aspects of the vessel's operations. "We basically cause the ship's systems to have issues," stated Capt. Tom Casey of the Coast Guard. "We do a blackout test. We do engine tests. We check the vital systems, life supports and different speeds."

The May 6-9 sea trials took place on the Delaware River, which was fairly smooth. The 712-foot ship did hit a small storm, however, but it was nothing compared with what the crew could encounter on the open seas. Compliments abounded for the ship's cafeteria and crew's recreational room, and some problems with the hot and cold water regulators were noted for adjustment.

Matson officially took delivery of the *Manulani* May 20, with christening ceremonies the following day.

SIU members sail in the steward department aboard Matson ships, although for the sea trials, the complement of mariners included AB Phillip Yaros, Chief Cook Jose Guzman, AB Laurentis Colbert and AB Victor Cooper.



Built at Kvaerner Philadelphia Shipyard, the *Manulani* recently went through sea trials before being officially delivered to Matson Navigation Company. It is the third containership to be completed for Matson at Kvaerner. A fourth is expected to be placed in service in June 2006.

New Jobs Aboard Sea Venture



The union recently welcomed new shipboard jobs as the coastwise tanker *Sea Venture* (below) came under SIU contract. From the left (front row) are AB Dean Diaz and GSU Homer Nobles; (second row) AB Alejandro Aldaiz, Oiler Ron Fields, AB Kerry Bodden, Bosun Curt Peacock and AB Harry Elwin-Jones. Standing are Oiler James Hudson, Steward Earl Higgins, AB Robert Smith and SIU Mobile Port Agent Ed Kelly. The vessel is operated by Intrepid Personnel and Provisioning, Inc.



SIU headquarters and all SIU hiring halls will be closed Monday, July 4, 2005 for the observance of Independence Day (unless an emergency arises).

Normal business hours will resume the following workday.

Lykes Motivator Crew Rescues 3 Swedish Mariners

A trio of Swedish boatmen recently dodged almost certain doom in the Atlantic thanks to the mariners from a Seafarers-crewed vessel.

Kenneth E. Lind, 54; his brother Daniel, 19; and Jan G. Lindholm, 44, during the early morning hours of March 29 were rescued from the sea some 218 miles northwest of Bermuda by Seafarers aboard the SIU-contracted *Lykes Motivator*. The three liberated sailors earlier had departed Bermuda and charted their course for the Azores. Their ultimate destination was Sweden.

Not long after weighing anchor and reaching the open sea, they found themselves at the mercy of the deep. Their vessel, the 37-foot *S/V Aurora*, lost its ability to maneuver due to a badly damaged mast. Seas at the time



After being thrown overboard from the dinghy during rescue operations, one of the Swedish mariners is hoisted to safety aboard the *Motivator* deck in a basket.

reportedly were 12-15 feet and the winds were squalling in excess of 30 knots. The vessel eventually began taking on water and, to make matters worse, two of the three men on board became ill.

"A strong frontal line also was forecasted to pass through the area within the next four to six hours," stated AB **Brett Sunderland**, one of many *Motivator* crew members who would figure in the Swedish mariners' fate before the following day's end.

After assessing their situation as ominous and their chances for survival lean without timely assistance, the troubled sailors shortly before midnight March 28 radioed a distress message to the National Rescue Control Center (RCC) Goteborg back in their homeland (Sweden). Around 2 a.m. March 29, the Swedish rescue officials made contact with their American counterparts at the U.S. Coast Guard RCC Norfolk. Minutes later and following a thorough exchange of information, the situation officially was handed off to the Americans for action.

Officials at RCC Norfolk at 2:10 a.m. contacted the *Motivator* with instructions to change course and hasten to the assistance of the *Aurora*. The distressed vessel at the time was located at position 343.897N 0608.981W. The *Motivator*, which was returning to the U.S. after making its usual run to Northern Europe, was situated some five hours away from the *Aurora's* location when the order

to change course was received. Other vessels in the area, especially those that might be closer than five miles to the *S/V Aurora's* position, also were tasked to keep sharp lookouts and assist if possible.

Motivator Capt. Richard Johnson immediately altered his course and steamed toward the *Aurora*. Some five hours later at daybreak, the sailboat was spotted and the captain readied his crew for rescue operations. At this juncture, the *Aurora* reportedly was listing badly on its starboard side, still taking on water and its fragile mast steadily absorbing supplementary damage.

When the endangered sailors saw the *Motivator*, they began preparing themselves to abandon ship. Clad in rain suits, they managed to lower their small rubber dinghy into the water and secure and start its engine. Next, they began to shuttle some of their personal gear and equipment to the *Motivator* where it was winched aboard by the crew. Following the last run, the three sailors came along side the *Motivator* for extraction. At this point, because of the rough seas, the small dinghy nearly capsized, throwing one of the passengers (Lindholm) overboard.

"He swiftly drifted aft," said Sunderland. "By the quick response of the crew, we were able to retrieve him by using the ship's crane before he slipped under."

"We almost lost him," Captain Johnson noted. "He was having trouble staying afloat because his suit was filling up with water." Reacting instantly, the *Motivator* crew lowered a basket into the water by crane and hoisted Lindholm to safety. The Lind brothers later were brought aboard without further incident.

After the three sailors safely were aboard, examined and



The *Lykes Motivator* plows through the rough seas en route to the distressed *S/V Aurora*.

attended to, the *Lykes Motivator* resumed its course for the United States. As it departed the area, the *Aurora's* mast could be seen being ripped completely off, and it soon succumbed to the sea.

Seafarers aboard the *Motivator* during the rescue were: Bosun **James McRevy**; ABs

Michael Weber, **John Saturday**, **Jerome Williams**, **Richard Obrien** and **Brett Sunderland**; Electrician **Chavalier Maycock**; DEMAC **Alcido Lopes**; Wiper **Willie Clemmons**; Chief Steward **Walter Darensbourg**; Chief Cook **Francisco Da Cruz** and **GSU Clifton Washington**.



Swedish mariners, left to right, Daniel Lind, Jan Lindholm and Kenneth Lind are all smiles after being rescued at sea by the crew of the *Lykes Motivator*.



The disabled sailboat sank shortly after its crew members were rescued.

Vessel Named for USAF Hero



The Seafarers-contracted *Merlin* recently was renamed in memory of a U.S. Air Force sergeant who was killed in action in March 2002 during an operation in the eastern highlands of Afghanistan. The **TSgt. John A. Chapman** was christened April 8 in Southport, N.C. The vessel is a 670-foot containership with RO/RO capability that is part of the U.S. Military Sealift Command's prepositioning fleet. Tech. Sgt. John A. Chapman, the ship's namesake, is one of only three enlisted airmen since the Vietnam era to receive the Air Force Cross.

St. Louis Port Council Celebrates 25 Years



The Greater St. Louis Area Port Council in late April commemorated its 25th anniversary during the organization's annual awards dinner. More than 500 guests attended the event, including high-ranking U.S. military officers, executives from U.S.-flag shipping companies, pro-maritime government officials and members of the labor community. Pictured at the dinner are (from left) SIU St. Louis Port Agent Becky Sleeper; St. Louis Building & Construction Trades Council Executive Secretary-Treasurer Jerry Feldhaus; St. Louis Port Council VP Jack Martorelli; SIU President Michael Sacco, a founding member of the council; U.S. Rep. Russ Carnahan (D-Mo.); St. Louis Port Council President Dick Mantia; St. Louis Labor Council President Bob Soutier; and Missouri AFL-CIO Secretary-Treasurer Herb Johnson. This year's honorees were Sacco, Carnahan, Mantia and Martorelli.

ANWR Exploration Clears Another Hurdle

Both houses of the U.S. Congress in late April approved a compromise \$2.57 trillion budget resolution that allows safe oil exploration on the coastal plain of the Arctic National Wildlife Refuge (ANWR).

The resolution, H. Con. Res. 95, is a nonbinding plan that establishes federal spending for fiscal year 2006, revises the budget for fiscal year 2005, and sets

forth appropriate budgetary levels for fiscal years 2007 through 2010. The measure emerged from conference April 27 and passed the House of Representatives in a 214-211 vote during the early evening of April 28. It was nearly midnight the same day, however, before the Senate concluded lengthy debate on the budget resolution and took a 52-47 vote.

The measure moved through

Congress with considerable ease, but ANWR proponents as well as a number of Washington insiders still think it's too early to begin a victory march.

"We are now one step closer to opening up ANWR, which will unleash the potential of North America's greatest oil reserve," said Senator Ted Stevens (R-Alaska), chairman of the Senate Committee on Commerce,

Science and Transportation. "Clearly, we're pleased that the Conference Report passed both the House and the Senate," he continued. "This is a good sign, but we need to keep on working."

Senator Lisa Murkowski (R-Alaska) also applauded the resolution, noting that "opening up ANWR is an important part of our long-term efforts to reduce our dependency on foreign oil, and I am pleased that the budget includes the possibility of reaching this goal. It's one more hurdle in the long fight to open ANWR."

Representative Don Young (R-Alaska) concurred: "I applaud the good work of both the House and Senate in passing this important resolution. This bill indicates a willingness and intent to keep the country on a strong fiscal track, while also improving our energy security."

The budget plan does not specifically mention ANWR drilling by name, according to several reports. But Judd Gregg (R-New Hampshire), who heads the Senate Budget Committee, indicated that the plan's language was carefully crafted to ensure

that Senate legislation to give oil companies access to the Alaskan wildlife refuge would not be subject to a filibuster.

The fate of exploration in ANWR now is in the hands of the Senate's Energy and Natural Resources and the House's Energy and Commerce Committees. Both bodies on May 9 began their challenging tasks of crafting legislation that ultimately will establish the actual process for ANWR leasing and exploration, which, in turn, will allow lawmakers to come up with the almost \$2.5 billion included in the budget from expected ANWR revenues. This legislation will then be turned over to the House and Senate budget panels, and included in the overall budget reconciliation measure. That measure possibly could see final action this fall.

ANWR, about the size of South Carolina, sprawls across more than 19 million acres in northeastern Alaska. The government has estimated energy companies would find it cost-effective to recover at least 6 billion barrels of oil from ANWR, if prices were at or above \$35 a barrel.

USNS Seay Helps Save 4 Lives

The Seafarers-crewed *USNS Seay* on May 8 and 9 helped assist in the rescue of four individuals who were caught in a Nor'easter about 400 miles off the coast of Virginia Beach.

In a communication to the crew and officers of the *Seay*, U.S. Coast Guard Vice Admiral Vivien S. Crea noted, "Your quick response and expert seamanship during a severe Nor'easter helped save four lives. Thank you for a job well done."

Operated by SIU-contracted AMSEA, the *Seay* was diverted to assist after a 45-foot sailboat (the *Almeisan*) became disabled in the 50-mph winds and 25-foot seas. Before the *Seay* and another ship as well as Coast Guard personnel reached the scene, one of the boaters drowned. The other four were saved.

AB William "Buzz" Brown said, "Our ship was designated as the command vessel for the search. Everyone did a good job and we were all glad to help. It was an amazing experience."

SIU members sailing aboard the *Seay* during the rescue included Recertified Bosun John Wells, ABs Brown, Peter Wojcikowski, Richard Otto, Kyle Bloom, John Kamara and Robert Joyce, STOS Rodolfo Zena, QMEDs Robert Lee and Monroe Monseur, Oiler Adam Begleiter, Recertified Stewards Roger

Griswold and Andrew Austin, Chief Cook John Bukowsky and SA Kenneth McKinley.

Tom Madden, the *Seay's* master, said in a communication to AMSEA that the crew "did a very good job under severe weather conditions."

In a separate note to the company, Madden noted that the *Seay* initially was contacted by the Coast Guard and told to proceed "to a search area for the sailboat and two crew in a life raft. En route, we were informed that the life raft did not contain any people and we were directed to the sailboat's position. We arrived in force 6 weather to provide a lee to the sailboat and await the arrival of the rescue helicopter."

"At one point the yacht was within five feet of the vessel, but a line could not be made fast to the yacht by those on board her," Madden continued. "We continued to give a lee and the copter put a rescue swimmer in the water to retrieve the three souls aboard. After this, we were made on-scene commander of the search and rescue portion for the missing two crew. Two C-130s (airplanes) were directed to put markers in the last known site and these led to the search grid being adjusted. At 0345 the missing seamen were found."

The surviving man was brought aboard a different ship, as

was the body of the deceased individual.

The boaters were caught off-guard by the sudden storm, and subsequently spent 14 hours adrift. According to newspaper reports, they activated the boat's emergency radio beacon and then tried to make ready the lifeboat. A wave then washed two of the boaters overboard along with the raft.

Skipper Thomas Tighe, 65, an experienced boater, perished.

One of the survivors described everyone involved in the rescue as "the utmost professionals," according to the *Worcester Telegram & Gazette*.

Remembering Brother Eddie Dunn



The family of the late Chief Steward Eddie Dunn stopped by the SIU hall in Brooklyn, N.Y. on April 25 to donate an American flag and a U.S. Merchant Marine flag. Those flags now are flown daily in front of the hall. Brother Dunn passed away Feb. 28 at age 48. SIU VP Atlantic Coast Joseph Soresi told Dunn's family, "Eddie was a great SIU member. He was a credit to his union and his profession." Pictured by the hall are (from left) Brother Dunn's children Michael, MaryEllen and Meagan; his father, Howard; his mother, Mary; SIU Representative Jack Sheehan; Soresi; Marie Sacco, secretary at the Brooklyn hall; and SIU Representative Randy Senatore.

N.J. Governor Signs Union-Backed Bill Banning Offshoring

Following more than three years of grassroots efforts by the New Jersey State AFL-CIO and its affiliates, including the SIU, New Jersey Acting Governor Richard J. Codey on May 5 signed Senate bill 494 to protect New Jersey jobs from being outsourced to foreign countries by requiring that all services under state contract or subcontract must be performed within the United States.

"Today New Jersey is taking an important step to protect our workers and keep jobs from going overseas," Codey said. "With this bill, we are sending a clear message that if a company wants to take jobs from our hard working families and send them overseas, then it will not do business with the state."

SIU Vice President Atlantic Coast Joseph Soresi serves as a

vice president on the New Jersey State AFL-CIO. The federation's president, Charles Wowkanach, sent a letter to affiliates following the signing that thanked "all the unions that lobbied in support of this law via membership letter writing campaigns, district office visits and appeals to legislative leadership. Without your support this could not have been accomplished."

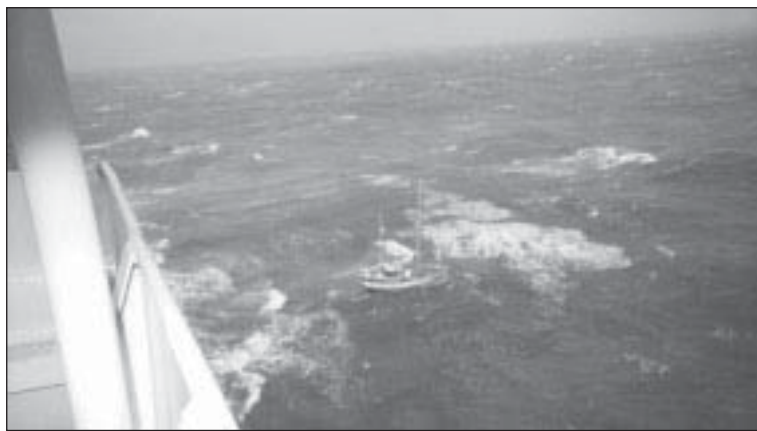
Thomas Carver, commissioner of the state's Department of Labor and Workforce Development, noted, "It is shameful some companies have sought to profit off of shipping jobs across the Atlantic. The practice of outsourcing deteriorates the very fabric of our workforce in New Jersey."

The bill requires that only American citizens and persons authorized to work in the United

States shall provide services under a state contract or subcontract. Only when it can be certified that a service cannot be performed within the United States will an exemption be made. This bill applies to the Executive Branch of state government, the Legislature, and any independent state authority, commission or agency authorized to enter into a contract on behalf of the state.

In a news release announcing the signing, Codey's office pointed out, "As the state and the nation have grown reluctantly accustomed to the disappearance of manufacturing jobs, the new reality is that 'knowledge jobs' are just as susceptible. The sectors being hit by outsourcing have been the main engine of job growth. With the growing trend of outsourcing becoming more commonplace, the largest occupational groups at risk include administrative support services, information technology, business and financial operations and healthcare."

New Jersey is the fifth state in the nation to enact legislation or executive action on outsourcing.



The *USNS Seay* provided a lee for the distressed boaters aboard the *Almeisan*.



USNS Seay crew members assisted in rescue operations which resulted in four lives saved.



John Mason (right), CEO, American Service Technology, Inc., is presented with a certificate from the Department of Defense for supporting employee participation in the U.S. National Guard and Reserve Force. SIU Vice President Contracts Augie Tellez announced the award at the May membership meeting in Piney Point, Md.

Dept. of Defense Honors Mason For Support of Guard/Reserves

John Mason was taken by surprise at the May membership meeting in Piney Point, Md. when he was called up to the podium to receive an award from the Department of Defense, which was presented to him by SIU Vice President Contracts Augie Tellez.

Mason is CEO of American Service Technology, Inc. (ASTI), a maritime consulting group which, among other things, provides training at the Paul Hall Center.

The award certificate read: The National Committee for Employer Support of the Guard and Reserves recognizes John Mason, American Service Technology, Inc., as a patriotic employer for contributing to national security and protecting liberty and freedom by supporting employee participation in America's National Guard and Reserve Force.

Mason noted that over the years, a number of his employees have been able to satisfy their reserve duty requirements while continuing their training professions at the Paul Hall Center.

One of the more recent instructors to take advantage of

the policy is Bradford Wheeler, who went through the trainee program in 1977 (class #239).

Now a commander in the Naval Reserve, Wheeler spent the first two months of this year on board the *Independence* (a training vessel for the Massachusetts Maritime Academy). During his yearly reserve commitments, he also has worked with U.S. Army reservists going to the Persian Gulf, boarded ships to inspect crews and cargoes and conducted drills at MSC headquarters in Washington, D.C. His teaching assignments at the Paul Hall Center include tanker familiarization, ARPA, bridge resource management, crisis management, electronic chart display information systems (ECDIS), radar, advanced fire fighting, fast rescue boat, GMDSS and crane operations—among many others.

Wheeler sees ASTI's policy as additional support for the maritime operations that are important to the security of our country. "It all ties in to what we do here at the school," he said.

Government Announces Upcoming Port Grants

More than \$140 million in port security grants on May 13 were announced by the U.S. Department of Homeland Security (DHS).

According to a DHS news release, \$140,857,128 will be allocated in funding to various ports around the nation under the FY 2005 Port Security Grant Program (PSGP). The PSGP uses a risk-based formula to allocate funds to protect U.S. ports from acts of terrorism.

The new risk-based formula considers three elements: threat, vulnerability and consequence. As part of this risk-management approach, the port security grant program is intended to ensure federally regulated ports, terminals and U.S.-inspected passenger vessels receiving the funds represent assets of the highest national strategic importance.

Sixty-six port areas have been identified as eligible applicants for inclusion in the FY 2005 program. Successful applicants will be awarded through a competitive process.

"Our nation's ports are centers for commerce, trade and travel—areas our enemies could seek to attack in their attempts to defy freedom and liberty. These grants will help prepare and protect our nation to minimize risk and to win the war on terrorism," said Matt A. Mayer, acting executive director of the DHS Office of State and Local Government Coordination and Preparedness.

According to Congressional Information Bureau reports, the American Association of Port Authorities (AAPA) welcomed the news that the DHS has opened up the funds to help America's seaports pay for hardening security at their terminals and making other needed infrastructure upgrades in an effort to prevent terrorist acts. However, considering Coast Guard estimate in 2002 that ports would need to spend \$5.4 billion over 10 years to comply with new mandated Maritime Transportation Security Act (MTSA) enhancements, the AAPA continues to seek a much higher level of security grants for U.S. seaports.

In the fifth round of its Port Security Grant program, the DHS has given eligible port areas until

June 10 to apply for available grant money, which in the past has been used to help pay for fencing, lighting, truck gates, patrol boats and terminal access controls. As a way to prioritize funding for seaports having the greatest degree of perceived risk, the DHS is now limiting the number of eligible port areas to 66, stating in its fact sheet, "...the FY 2005 program will direct all available funds to the nation's highest risk ports, thereby ensuring federal-regulated ports, terminals and U.S.-inspected passenger vessels receiving PSG funds represent assets of the highest strategic importance nationally."

Also in its fact sheet, the DHS places strong emphasis on prevention and detection of improvised explosive devices, as well as chemical, biological, radiological and nuclear devices.

Another change the DHS has made in this grant round is to require private businesses seeking grant monies to provide a 50 percent match. This is in response to recent criticism from the Inspector General that privately owned companies, such as petroleum and chemical terminals, are vying with public entities, such as port authorities, for money from the federal program.

In the proposed FY'06 federal budget, the administration recommended eliminating the Port Security Grant program, which Congress created after 9/11 to reimburse U.S. maritime facilities for pre-approved projects required by federal regulations to enhance national security. In its place would be the newly created Transportation Infrastructure Protection (TIP) program that would lump grant proposals from ports together with requests from a host of other transportation-related industries.

In a related development, Sen. Barbara Boxer (D-Calif.) has introduced legislation (S.1032) that would improve security at the nation's ports by increasing the DHS' port security grant funding.

"Securing our ports is critical to our national and economic security," Boxer said. "We need to invest in securing our ports to keep this country safe. We cannot afford the consequences of doing otherwise."

Watson Seafarers Back Our Troops



SIU Representative Jeff Turkus submitted these photos of Seafarers aboard the prepositioning ship *USNS Watson* in Saipan. The vessel is part of the U.S. Military Sealift



Command's LMSR fleet—and the SIU members who sail aboard the ship are part of our nation's fourth arm of defense. Pictured in the top photo are (standing, from left) Chief Cook Roy Warren, Turkus, Electrician Duke Bryan, QMED Kenneth Hamilton, (front) Chief Steward Robert Greenwood and SA Marco Cayetano. At left are Cayetano and OS Fermin Baltazar; below are Greenwood, SA Charles Davis, Warren and Cayetano.



Union President Congratulates Graduates



SIU President Michael Sacco (right) spoke with new graduates of the unlicensed apprentice program April 22 at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. He congratulated the students and encouraged them to return to the school for upgrading courses throughout their maritime careers, noting that the Paul Hall Center is structured to benefit virtually any eligible student who is willing to take advantage of the opportunity. More information about the apprentice program and the school in general is available in the Paul Hall Center section of www.seafarers.org. The school is a trust fund maintained jointly by labor and management representatives.

11 Recertified Bosuns Learn 'Up Close and Personal'

There's a world of difference between learning about the Seafarers International Union from other mariners and actually talking to the leaders of the union face-to-face. That's what the 11 graduates of the bosun recertification course found out during their month-long course and which will now shape their own leadership roles aboard ship.

The bosuns emphasized that the class will help enable them to do a better job at sea.

The 11 Seafarers—**Kelvin Cherington, Thomas P. Flanagan, Alvin T. Martin, Willie M. Marsh, Eric A. Berry, Konstantino Prokovas, Timothy Burke, Aristeo M. Padua, Homar L. McField, Robert J. Coleman** and **Christopher K. Pompel**—each gave their impressions of the bosun recertification course in remarks delivered after receiving their certificates of graduation at the May membership meeting in Piney Point, Md.

Rumors and innuendos can spread like wildfire, but these students—who completed the highest level of education available to members of the deck department at the Paul Hall Center for Maritime Training and Education in Piney Point—learned the facts directly from the union's president, vice presidents and department heads—officials who guide the SIU to make it strong and successful.

The 11 students were exposed to many different facets of bosun training, including meeting with department representatives at Piney Point, headquarters and at the offices of the Maritime Trades Department in Washington, D.C. They found themselves amazed at how much they learned about the behind-the-scenes workings of the union and now believe they are in a better position to take what they have observed and disseminate the information to their fellow shipmates.

Cherington, who hails from the Honduras Bay Island of Roatán, has been sailing for 20 years, the last four of which have been with the SIU following its merger with the NMU. He has traveled all over the world and is extremely proud to be part of the union, which he believes turned his life around.

Now sailing from Port Everglades, Fla., Cherington was excited by the classes he took as part of the bosun recertification program, particularly the small arms course. But above all, he stated he now has a more concise understanding about the workings of the union and how contracts are negotiated, and feels better able to answer any questions other members may pose to him.

To the unlicensed apprentices in the audience, Cherington stressed the need to study hard,



Following their graduation ceremony at the May membership meeting in Piney Point, the new recertified bosuns pose for a group photo with some of the union officials who helped educate them about workings of the SIU during the month-long course. From the left are: Christopher K. Pompel, Willie M. Marsh, Thomas P. Flanagan, Timothy Burke, Eric A. Berry, SIU VP Contracts Augie Tellez, Robert J. Coleman, Valerie Martin (wife of Alvin Martin), Paul Hall Center VP Don Nolan, Alvin T. Martin, Homar L. McField, Konstantino Prokovas, SIU Assistant VP Ambrose Cucinotta, Aristeo M. Padua, Kelvin Cherington, SIU VP Atlantic Coast Joseph Soresi, SIU Assistant VP Contracts George Tricker and SIU Secretary-Treasurer David Heindel.

get educated, ask questions, work as a team and always remember that safety comes first.

Flanagan agreed that the month-long course afforded him a better understanding of how the union works. He said he never realized the scope of the politics involved and the commitment required on the part of union officials and representatives to secure a better future for the membership. At the same time, he was made aware of how contributing to SPAD is an investment in the future.

Flanagan, who sails from the port of New York, also started his seafaring career in the NMU. He is "proud to sail with such qualified people," he noted in his remarks at the graduation ceremony, and found his experience at Piney Point a pleasant one, particularly being able to talk with other bosuns on what they are doing and how they deal with certain problems and activities aboard ship.

Martin began sailing with the NMU in 1975 and ships from the port of New Orleans. He was aboard a Keystone vessel in Seattle when the proposed SIU/NMU merger was announced, and he said there were some negative rumors associated with the merger. After completing the bosun recertification course, he now believes he has the information needed to help reinforce others who started in the NMU of the benefits of being part of the SIU family. This, in turn, will bring strength and unity to the union.

Martin, who was accompanied to Piney Point by his wife, stated he is humbled by the leadership within the union. He stressed to the unlicensed apprentices that

what they learn at the school will help prepare them for a great career at sea—or as a springboard to almost anything else they want to do. "Just apply yourselves; nothing comes easy."

Shipping from the port of Houston, Marsh joined the SIU in 1975 at the age of 22. He has been around the world, sailing as an AB, and said it's been a great experience.

The SIU is like a family, "and you're an important part of this organization," Marsh said. He singled out SIU Assistant Vice President Jim McGee, his port chaplain and the secretaries at the Houston hall for their help in keeping him headed in the right direction.

"Take advantage of all the tools you have here at the Paul Hall Center," he told the trainees. "You can go as far as you want."

Berry also joined the SIU in 2001 as a result of the SIU/NMU merger. He has been sailing 18 years from the port of Wilmington, Calif.

The recertified bosun found his experiences at Piney Point to be informative, interesting and inspiring, particularly learning the political aspects of promoting the industry.

To the unlicensed apprentices, he said, "Never forget who came before you. They sacrificed a great deal for us to be where we are today." He concluded by stressing the importance of SPAD contributions to "help us stay strong for those who follow."

Although he has been sailing since 1968, Prokovas joined the SIU in New York in 1992. He said the union has been good to him and his family, and was grateful for the opportunity to be part of the recertification class.

Prokovas was amazed at everything he learned. "From Piney Point, to SIU headquarters, to the Maritime Trades Department, we found out just how hard our union officials are working to secure this industry."

He remarked to the trainees and other upgrading Seafarers that every time they enhance their skills, they are "one step ahead." He concluded by thanking

"everyone for making this union number-one."

"This is a proud moment in my seafaring career: an accomplishment that has taken me quite some time," stated Burke. Now sailing from Algonac, he was a trainee right after high school in 1968. His father is a retired SIU member; a brother, who was also a trainee, is now on the West Coast working for Crowley; and his nephew, who went through the unlicensed apprentice program four years ago, now ships as an AB.

Burke has sailed deep sea, Great Lakes and inland and has returned to the school a number of times to upgrade his skills.

Having been in their position before, Burke told the trainees that he knows what it's like being away from home, probably for the first time. He explained that their training at Piney Point is just a beginning, and that once they get aboard a ship, it is their job to expand that base. "Try to remember there are those who will teach you if you will let them," he said. "Every ship is different, and people are different. Your first ship is what makes you, so if you learn there, the rest is easy."

Now armed with the knowledge to be a better leader, Burke's intention is to share what he has learned. "Just ask," he said, and he dedicated the day to all who have helped him along the way.

Born in the Philippines, Padua had a background in nautical science before he began shipping in 1977 around his native islands. Two years later he started sailing on foreign-flag ships until he came to America in 1990. He joined the NMU and began sailing and upgrading his skills. Following the merger, he got his STCW certification—and has been sailing with the SIU since. He gave his personal thanks to the SIU and its officials, the Paul Hall Center staff and instructors as well as to Wilmington Port Agent John Cox and his staff.

His message to the trainees is to study hard and work hard. "Ask questions when you are out at sea. Make a habit of writing down things you are not familiar with. Listen to your supervisors. Work

together as a team."

Padua realizes that graduating from a course or completing a program is just a beginning—the opening of a door to new opportunities, and he urged the trainees to do the best they can and always work safely. "Be proud of yourselves as trained, qualified Seafarers," he said.

McField was excited about everything he learned during the four-week recertification course. A member of the SIU since August 1996, McField now wants to take his new knowledge about how the union works directly to others who have not had the opportunity to see and hear it for themselves. Speaking directly to the union's president and other officials and department heads was a highlight of the experience for him.

McField advised the trainees that the only way they can learn is by asking questions.

Coleman agreed that being able to talk directly with the union officials has given him a better understanding of the politics involved in the maritime industry. "I never realized the extent politics played in the whole system," he said. "We're really one big voice, and SPAD is so important."

Coleman, who has sailed from the port of Houston since 1988, thanked the staff at the school for their time and patience. He addressed the trainees by reminding them of their role as mariners. "You're going to have a chance to go out and see the world," he told them. "Keep in mind that anywhere you go, you're a merchant seaman. And not only do you represent the SIU, you also represent America. Give us a good name."



Valerie Martin joins her husband, Alvin, in steering the *Osprey*.

After spending the first part of his career as a commercial fisherman, Pompel joined the SIU in 1991 in the port of Seattle. Having worked in another part of the industry, he now has a better sense of the benefits and job security enjoyed by Seafarers.

Sailing with the SIU has allowed him to live where he wants, enjoy a comfortable income and, when he wants to sail, he knows he has a job.

He thanked the SIU and the staff and instructors at the school for the opportunity to upgrade, and also thanked all the old-timers who taught him how to live and work at sea.

He told the trainees, "You've got brothers and sisters on the ships willing to teach you. Just show a good attitude and some hard work, and the payoff for your time here will be rewarded."



Recertified Bosun Robert Coleman offers pointers to some unlicensed apprentices in tying the correct knot for the job.

Seafarers Participate in Benefits Conferences

SAN FRANCISCO



On hand in San Francisco to answer questions from Seafarers, pensioners and their families about the change in health care coverage are (from left) Secretary-Treasurer David Heindel, Vice President West Coast Nick Marrone, Plans Administrator Bill Dennis and Carolyn Gentile, counsel to the Seafarers Plans.

Right: SIU member Sam Garrett asked about getting more medications for longer voyages.



Prescription coverage was on the mind of retiree Jim Saxton.

Right: Questions were raised about time needed for eligibility.



There was a good turnout at the San Francisco hall of those wishing to learn more about their health benefits.

Representatives from the Seafarers Health and Benefits Plan (SHBP) in late April wrapped up a series of conferences that took place at SIU halls across the country.

Hundreds of Seafarers, pensioners and their families attended the benefits conferences in Wilmington, Calif.; San Francisco; Tacoma, Wash.; Houston; New Orleans; and Jacksonville, Fla.

Earlier in April, conferences were conducted in Piney Point, Md.; Philadelphia; Brooklyn, N.Y.; and Norfolk, Va. Those meetings were covered in the May issue of the *Seafarers LOG*.

The more recent conferences had the same basic structure as the first ones. During the meetings, SHBP representatives and spokespersons discussed adjustments approved by the trustees to the costs of various SHBP coverage. Details were reviewed at the conferences and they also were specified in a letter mailed to individual SHBP participants. Generally, the most significant adjustments are the implementations of deductibles and co-payments.

At each of the conferences, a lot of time was spent in question-and-answer periods, with Seafarers, pensioners and their families interacting with SHBP panelists. Among those speaking on behalf of the SHBP were Carolyn Gentile, counsel to the Seafarers Plans; Bill Dennis, Plans administrator; Basil Castrovinci and Matt Castrovinci, actuaries for the Plans; and Colleen Baker, representative from First Health Network.

SIU officials also took part in the meetings, including President Michael Sacco, Executive Vice President John Fay, Secretary-Treasurer David Heindel, Vice President Contracts Augie Tellez, Vice President Gulf Coast Dean Corgey and Vice President West Coast Nick Marrone.

Panelists emphasized the advantages of utilizing First Health Network. They also pointed out that there still is no out-of-pocket cost for Seafarers to maintain their coverage through the SHBP. By contrast, most Americans with health benefits have to pay part of their premium.

Similarly, eligible Seafarers are part of a small minority of Americans who don't have to pay all or part of the premiums for dependent

coverage.

Additionally, SHBP representatives explained the Plan's structure and operations; talked about the health care crisis from a national standpoint; and cited examples of how those with insurance actually bear the cost of providing treatment to the more than 45 million Americans who have no health coverage.

Across the nation, health care costs (including the price of prescription drugs) are increasing by double-digit percentages each year. Credible, high-profile sources from different industries have warned that if the current trend doesn't improve, health care could ruin the national economy.

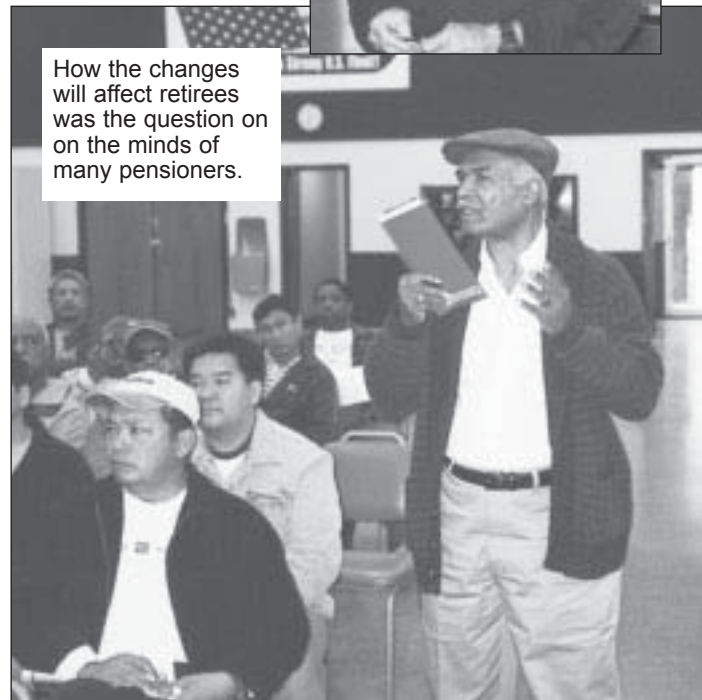
Behind the many statistics reflecting this crisis are working families and retirees—many with insurance, many without—who remain at risk of financial devastation from one accident or injury.

Last month, results from the Harvard Consumer Bankruptcy Project—believed to be the first comprehensive study of medical bankruptcy—found that 1 million Americans per year are bankrupted by medical bills or illness. Of those, more than three-quarters had health insurance when they became ill or were injured.

Concerns were expressed about medication refills while aboard shuttle vessels.



How the changes will affect retirees was the question on the minds of many pensioners.



Seafarers Participate in Benefits Conferences

HOUSTON



A large group was on hand at the Houston hall to listen as the SHBP representatives and spokespersons talked about the medical care crisis in this country and how the plan is trying contain costs while still providing quality health care coverage.



Plans Administrator Bill Dennis (in near right photo) addresses the crowd. Members John Cain (center) and Tom Arriola ask questions regarding their health care coverage.



Even with the adjustment to deductibles and co-payments, there still are no out-of-pocket costs for Seafarers to maintain their coverage through the SHBP. By contrast most Americans with health benefits have to pay at least part of their premiums.

NEW ORLEANS



A good number of SIU members and their families attended the benefits conference at the New Orleans hall including, from left, Bosun George Price III, Electrician Robert Joyce and AB Ricardo Legorreta.



AB Randy Bolling (left) has an opportunity to chat with SIU Secretary-Treasurer David Heindel.

WILMINGTON



After learning more about the adjustments made to their health and benefits plan, Seafarers in Wilmington, Calif. had their questions answered by the Plans officials.



Chief Cook Joe Brooks (left) and Chief Steward Connie Gaines appreciated hearing from the Plans officials. With them is SIU Secretary-Treasurer David Heindel.



Everybody was very interested in how their medical benefits were going to be affected. Husbands and wives of Seafarers as well as current members and retirees were on hand to familiarize themselves with the new conditions. At left is Penny Adams, wife of Ray Adams.

Trade Show a Success

NCL America Is New Participant In Union Industries Show

Some 200,000 visitors from up and down the Pacific Northwest Coast recently turned out to the Oregon Convention Center in Portland to witness and enjoy the varied attractions on exhibit during the 2005 AFL-CIO Union Industries Show.

Themed "Good Jobs Build Strong Communities" and sponsored by the AFL-CIO Union Label and Service Trades Department, the show took place April 29 to May 2. Showcased were the latest in union-made-in-the-USA products including autos and accessories, motorcycles, hardware, clothing, sporting goods and furniture. Also featured were baked goods and

groceries, appliances and housewares.

Visitors were afforded information on how to acquire training for union jobs.

Although a newcomer to the annual AFL-CIO event, SIU-contracted NCL America was a huge participant in the show. For the event's SIU/UIW grand prize, the deep-sea cruise ship company donated an all-expenses-paid 7-day cruise of the Hawaiian Islands for two.

UIW-contracted companies that participated included: Bron Shoe and Franklin International, both of Columbus, Ohio; Church & Dwight, London, Ohio; Kroger, Delaware, Ohio; Sealy

Mattress, Williamsport, Md.; Juanita's Foods, Wilmington, Calif.; Cott Beverages, USA, San Bernardino, Calif.; Del Monte, Terminal Island, Calif.; the Queen Mary, Long Beach, Calif.; La Victoria Foods, Rosemead, Calif.; and Chicken of the Sea Inc., Terminal Island, Calif.

Other major prizes and their respective union donors were: UAW-made autos from GM (2005 Chevy Cobalt) and Ford (a 2005 2X4 Focus); a Harley-Davidson motorcycle; hospitality from Portland's Benson Hotel; appliances made by members of the UAW, IUE-CWA and USW-PACE; and a John Deere Tractor made by Machinists and USW-



The SIU/UIW booth at the 2005 AFL-CIO Union Industries Show, just as in years past, was very popular among those who attended the four-day event. SIU Port Agent Bryan Powell, left, is joined for a photo by Oregon Gov. Ted Kulongoski, UIW National Director John Spadaro and Maritime Trades Department Secretary-Treasurer Frank Pecquex.

PACE members. Giveaways included dry goods, USW-PACE paper products, canned goods, and snacks courtesy of Teamster Dairy Division workers and groceries courtesy of the Bakery, Confectionery, Tobacco Workers and Grain Millers (BCTGM).

"The show was a resounding success," noted SIU Tacoma Port Agent Bryan Powell, who helped set up and staff the SIU/UIW booth. "It is such a great public relations opportunity for labor to showcase our products and services as well as interact in a very positive and friendly way with the general public."

"This show has traveled throughout the country these past 60 years to underscore the importance of supporting good union jobs, purchasing union goods and services and keeping union jobs in American communities," declared Charles Mercer,

president of the AFL-CIO Union Label and Service Trades Department.

Mercer was joined by members of the department's executive council and Oregon Gov. Ted Kulongoski to cut the ribbon formally opening the show. Although scores of candidates and celebrities have participated in the show during its long and rich history, Kulongoski was the first host-state governor to join the show's ribbon-cutting ceremonies.

The governor praised the labor movement's contributions to American culture and society. "The American quality of life is because of the American labor movement," he said, urging working families to "take pride in what you see here. No country in the world can compete with us if we recognize the efforts of America's working people."

Notice to CIVMARS Re: 2005-2006 Wages

MSC CIVMARS' wages are determined each year through a series of administrative steps. One of the first steps required by federal law is that each year the union must provide MSC with data for private sector maritime wages for seafarers sailing on American-flag vessels. To do this, the union provides MSC with a letter containing the wages reflected in collective bargaining agreements. MSC uses this information and other types of information to develop the wage scales that apply to CIVMARS. Generally CIVMARS receive increases in July. This year however, because some collective bargaining agreements are being renegotiated there may be a delay in analyzing the wages and the need for retroactive payment for CIVMARS. The union will keep CIVMARS advised as to the status of these negotiations and the impact of the new collective-bargaining agreements on CIVMARS' wages.

Update Regarding CMPI 610 Negotiations

As has been previously reported, the union has been waiting for MSC to schedule negotiations regarding CMPI 610. Last year APMC submitted a revised version of CMPI 610 for negotiation. Prior to developing counter-proposals, the union submitted a list of questions requesting information and explanations in November 2004. The union has not received responses as of yet. The union will continue to update CIVMARS periodically about the status of these discussions.

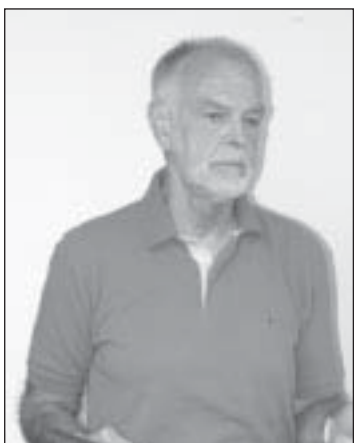
Retired Clinical Director Bill Eckles Dies at 62

Bill Eckles, who retired last summer after decades of service as the clinical director of the Addictions Rehabilitation Center (ARC) in Piney Point, Md., died May 12, reportedly from heart failure. He was 62.

"Bill was a positive influence on so many people," noted Don Nolan, vice president of the Paul Hall Center for Maritime Training and Education, which is affiliated with the ARC. "He was committed to his work and he remained a friend to both the school and the ARC even in retirement."

John Gallagher, director of the ARC, stated, "He's going to be missed. His contributions to the program here were immeasurable. Really, he's one of the architects of the program that exists today. That's one reason he won't be forgotten."

Eckles joined the SIU in 1965 in his native Philadelphia. He sailed as a recertified bosun



Recertified Bosun Bill Eckles earned respect and influenced lives as clinical director of the ARC from 1988-2004.

and later earned a second mate's license before coming ashore in 1985 to work as a counselor at the ARC. He became the center's clinical director three years later.

Last year, in an interview for

his retirement article in the *Seafarers LOG*, Eckles said he got started as a counselor because he had gone through the ARC when it opened (in 1975) and he "had a desire to put something back into it."

Previously, in a 1992 piece about the school, Eckles wrote, "I wouldn't have worked in this field if it wasn't with merchant mariners. I wasn't looking for another profession, but going through the ARC program had turned my life around, and I felt I could contribute."

Eckles retired to Silver Spring, Md.

Funeral services took place May 17 in Philadelphia. In lieu of flowers, contributions in his memory may be made to the American Heart Association, 625 W. Ridge Pike, Building A-100, Conshohocken, PA 19428 or the Caron Foundation, 17 Camp Road, Wernersville, PA 19565.



The Seafarers-crewed SSG *Edward A. Carter Jr.* helps boost America's sealift capabilities.

Seafarers-Crewed Carter Reaches Safety Milestone

Seafarers who work aboard a Maersk Line Limited (MLL) operated vessel recently established a safety milestone of which the entire maritime community can be proud.

As of April 30, the SIU-contracted SSG *Edward A. Carter Jr.* marked 1,000 days of accident-free operations, a significant achievement. MLL Director of Maritime Operations Capt. Jerry Eker, in correspondence dated May 1 to the captain and crew of the *Carter*, said in part: "Please note our congratulations and express our thanks and appreciation to the crew for their continued focus on safety. [One thousand] days is a major accomplishment and one that is not achievable by every vessel. This devotion to the safe working environment is acknowledgement that everyone on board has taken pride in the vessel, their job and the safe working practice of each and every crew member seriously.... This positive accomplishment will confirm to our customer the focus toward safety by each crew member and MLL as a whole."

Owned by the U.S. Military Sealift Command (MSC), the *Carter* is one of the command's eight containerships. It also is part of the 36 ships in MSC's prepositioning program.

Based in Norfolk, Va., MLL has provided the U.S. government with transportation and maritime services for more than 40 years, including every major military operation from the Vietnam War to those now underway in Afghanistan and Iraq.



Left: Jeremy "J.J." Evans entered a beauty contest in Wilmington, Calif. last year when she was 10 years old. She was first runner-up. Her proud dad, Shawn Evans, is the recertified bosun on the *Green Dale*.

SEAFARERS FAMILY photos



At right is a recent portrait of AB Paul Riley of Jacksonville, Fla. and his beautiful family — wife Marion, daughter J'cyra and son Paul Anthony Riley III.

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.

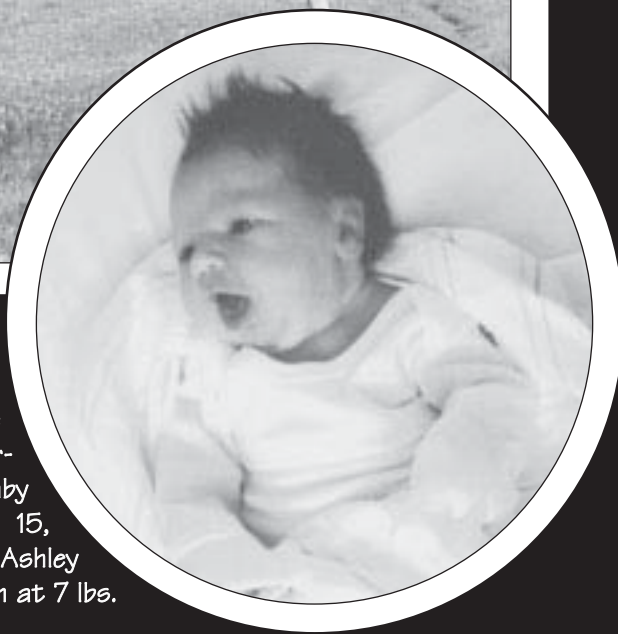


Tommy Flynn and his wife, Melody, show off their new son, Justus, who was five months old in this photo (he is now eight months old). Tommy currently sails as an electrician on the *Horizon Consumer*, shipping out of Long Beach, Calif. Proud grandmother, Annette Flynn, who sent this photo to the *LOG*, works as a programmer at SIU headquarters in Camp Springs, Md.

SIU member Nick Payne is a serious mountain biker. Here he is during a race in Colorado (below) where he finished in 3rd place, and in Austin, Texas (right), where he came in 2nd. When not biking, Nick works for G&H Tug Co. as quartermaster and mate. He is the son of Seafarer Jimmy "Indiana" Payne.



Daniel J. Teichman and his family welcomed a new baby girl Sept. 1, 2004. Jeanette joins three sisters who are doting on her. Daniel makes his home in Rutland, Vt. and currently sails as bosun on the *SL Liberator*.



Port Agent John Cox and his wife, Tausha, are once again the proud parents of a healthy baby girl. Born March 15, 2005 at 10:17 a.m., Ashley Marie Cox weighed in at 7 lbs. 15 oz.

MARITIME DAY



“The importance of U.S. mariners is being reinforced every day in the war in Iraq.”

— John Jamian
Acting Administrator,
Maritime Administration



“We are here today to pay special tribute to all merchant mariners.”

— Elaine L. Chao
U.S. Secretary of Labor

U.S. Secretary of Labor Elaine L. Chao delivered the keynote address at a ceremony at the US Navy Memorial in Washington, D.C., sponsored by the U.S. Maritime Administration.



Listening to the grim statistics of U.S. Merchant Marine losses during World War II are (from left) SIU VP Contracts Augie Tellez, M... Brown, Vice Adm. David L. Brewer III, MEBA President Ron Da... Michael Sacco and Maria Cino, deputy director of the Department...



“The professionalism and expertise of America’s merchant mariners . . . has been their hallmark and their creed.”

— Vice Adm. David L. Brewer III, USN
MSC Commander



“Thank you for your contribution to keeping this nation a great, free country.”

— Congressman Roscoe G. Bartlett
(R-Md.)



Following an afternoon memorial ceremony at the Washington Naval Yard, Vice Adm. David L. Brewer III, USN MSC Commander, and the Paul Hall Center. In the front row are (from left) SIU Assistant VP Ambrose Cucinotta, SIU... Crumlin, national secretary of the Maritime Union of Australia.

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L. Chao
of Labor

SIU members, officials and a large contingent of unlicensed apprentices from the Paul Hall Center for Maritime Training and Education in Piney Point, Md. on May 19 joined scores of dignitaries who attended and participated in a pair of National Maritime Day ceremonies in Washington, D.C.

Sponsored by the U.S. Maritime Administration (MarAd) and the U.S. Military Sealift Command (MSC), the two events were held at the U.S. Navy Memorial and the Washington Naval Yard, respectively.

U.S. Secretary of Labor Elaine L. Chao, a strong supporter of the U.S. Merchant Marine, delivered the keynote address at the MarAd ceremony.

"We are here today to pay special tribute to all merchant mariners. It is a time for us to reflect and honor the rich history of the United States Merchant Marine," she stated. "Even before the United States was born, the U.S. Merchant Marine then and now is vital to supporting the twin pillars of our country's strength, and that is economic prosperity and national security.

"In peacetime, a patriotic mariner keeps America working by transporting our imports and exports," she continued. "They crew the ships that conduct our country's worldwide commerce. And that's so important because as many of you in this audience know, 95 percent of our trade is moved by sea."

Secretary Chao also noted the rebirth of the deep sea U.S.-flag cruise ship industry. "We've had the introduction of two new cruise ships to enter the American-flag passenger trade and they are providing thousand of good-paying jobs for American workers," she stated. "The Pride of Aloha has been operating in the Hawaiian trades now for almost one year. And the Pride of America is expected to reach New York Harbor in early June ... and that should be very exciting.

"This administration and the maritime community work together to further strengthen the industry by supporting flexibility. As a result, the American maritime industry is expected to invest more into strengthening our fleet and creating more jobs for our American mariners."

Finally, she observed, "In times of war, our nation is especially grateful for the special role that merchant mariners play in support of national defense. And that realization is never more keen than now. Today, more than 8,000 brave merchant mariners crew auxiliary vessel for the United States Navy to support our troops in Afghanistan and Iraq. They have delivered more than 92 percent of the equipment and supplies needed by our troops. It is in part due to the service of the U.S. Merchant Marine that America has gained the strongest military force the world has ever known.

"When the history of this era is written, the United States Merchant Marine will be remembered as vital to toppling a brutal regime and helping to build a stable and democratic Middle East. The U.S. Merchant Marine serves our country during times of peace and war with distinction and often at personal risk. So today, I am so pleased to be with all of you so that we together can honor their sacrifices which will ensure that freedom and opportunity will forever be a beacon of America's hope."

At the conclusion of Secretary Chao's presentation, awards were given to the family of the late Walter Oates and Capt. George Bark, U.S. Merchant Marine (ret.). Despite being the nation's oldest service, the U.S. Merchant Marine until recent years did not have an official flag or seal. Oates and Bark in 1994 put an end to this absence of a rallying symbol and made history in the process when they created the U.S. Merchant Marine Flag and Seal. Both men attended the U.S. Merchant Marine Academy. Oates graduated in 1942 while Bark finished in 1944.

Congressman Roscoe G. Bartlett (R-Md.) served as the principal speaker during the MSC ceremony which was conducted at the Washington Navy Yard. Representative Bartlett paid tribute to genera-



uring World War I
&P President Tim
s, SIU President
of Transportation.



ewer III greeted each of the unlicensed apprentices from
Secretary-Treasurer David Heindel, Brewer and Padraig

National Maritime Day, 2005

A Proclamation by The President of the United States of America

America's merchant mariners make our Nation more secure and our economy stronger. Throughout our history, they have promoted commerce and protected our freedom. On National Maritime Day, we honor the dedicated service of the United States Merchant Marine.

Each year, the men and women of the U.S. maritime transportation system move more than 2 billion tons of cargo along our waterways and across the open seas. Many of the raw materials Americans purchase are transported by merchant vessels, and merchant mariners ship agricultural products and finished goods in and out of the United States every day.

Merchant mariners have also served in every conflict in our Nation's history. The U.S. Merchant Marine helps provide our Nation's Armed Forces with crucial supplies and equipment. These brave men and women demonstrate courage, love of country, and devotion to duty, and we especially honor those who have made the ultimate sacrifice in defense of our Nation. The United States is safer and the world is more peaceful because of the work of our merchant mariners, and we are grateful for their service.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day" and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2005, as National Maritime Day. I call upon the people of the United States to celebrate this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand five, and of the Independence of the United States of America the two hundred and twenty ninth.

GEORGE W. BUSH

ing the roles they played in America before it officially was a nation. The congressmen reflected on the extreme sacrifice of the merchant marine during times of war when he said, "Your service had the highest casualty rate during World War II except for the Marine Corps... Thank you for your contribution to keeping this nation a great, free country."

Vice Adm. David L. Brewer III, USN, MSC's commander, declared, "The professionalism and expertise of America's merchant mariners, their dedication to freedom and democracy, and their willingness to sail wherever needed when duty calls has been their hallmark and their creed."

Following the ceremony, Admiral Brewer took time out to meet and greet each of the unlicensed apprentices from the Paul Hall Center who were on hand for the observances. Afterward, the apprentices expressed great appreciation for Admiral Brewer's warmth and sincerity.



The unlicensed apprentices stood at parade rest during Maritime Day observances at the Washington Naval Yard as guests applauded the remarks of Vice Adm. David L. Brewer III.

Around the Port Of Philadelphia



SIU VP Atlantic Coast Joseph Soresi (center) and SIU Representative Rob Wisler (left) greet AB Kyle Bloom en route to the *USNS Seay*. SIU-contracted AMSEA began operating both the *Seay* and the *USNS Mendonca* April 22 in Philadelphia.



Discussing the latest union news are SIU Philadelphia Port Agent Joe Mieluchowski, Recertified Steward Ekow Doffoh and SIU VP Atlantic Coast Joseph Soresi at the union hall.



SIU officials and Seafarers from the *Seay* and *Mendonca* are pictured aboard the latter ship after viewing a vessel familiarization videotape.



Seafarers recently rallied in support of fellow union members from UNITE/HERE Local 274 while those members were in contract negotiations with a dozen or so hotels.



From left, Recertified Steward Bob Mensching, Oiler Ben Stanley, SIU Representative Rob Wisler and SIU VP Atlantic Coast Joseph Soresi talk about the contract covering the LMSRs operated by AMSEA.



These three photos show crew members on the *Integrity* as they gather for a shipboard union meeting.

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

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Plan, EIN 94-2430964 for the year ended June 30, 2004. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The plan has committed itself to pay all medical exam claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$(453,765) as of June 30, 2004, compared to \$(442,370) as of July 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$11,395. During the plan year, the plan had a total income of \$548,558 including employer contributions of \$527,179, earnings from investments of \$153 and other income of \$21,226.

Plan expenses were \$559,953. These expenses included \$457,949 in administrative expenses and \$102,004 in benefits paid to or for participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and informa-

tion on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Plan, P.O. Box 191086, San Francisco, CA 94119, (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the Plan, at 49 Drum Street, Second Floor, San Francisco, CA 94111-4805, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N5638, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

Remembering Seafarer Terry Mayes

The old newspaper article is understandably worn, having been published during the Vietnam War.

The photo really isn't legible anymore.

But the story of the late Seafarer **Terry Mayes** is just as compelling today as it was when it appeared in the Sunday edition of the *Mobile, Ala. Press Register* back in March 1967.

Terry's mother, Delores Cain Mayes, wanted to share that account with other readers of the *Seafarers LOG*.

It's a story of patriotism as well as an SIU legacy. Terry Mayes made two voyages to Vietnam before his 17th birthday; the start of the latter trip was chronicled in the *Mobile* newspaper.

"I want to go to Vietnam because I know that I might be doing something patriotic for my country," he told the paper. "I am very proud of being in the merchant marine."

"Some of the boys over there are not much older than I am," he continued. "I know they need all the help they can get. And they also are depending upon our merchant fleet for many things."



An article from 1966 notes that Terry Mayes (right in 1994) made two voyages to Vietnam before turning 17.

"We are all good Americans and we love the United States of America. In a way, I guess we are all brothers."

Mayes' youth and nationalism weren't the only noteworthy aspects portrayed in the article. He was signing on board the *Free America* as an ordinary seaman—a vessel that his father, the late SIU member **John Mayes** had sailed on 17 years earlier. (At that time, the ship was named the *Monarch of the Sea*.)

In fact, the elder Mayes made his final voyage on that same ship—and it was there that he learned via radio of Terry's birth in 1949.

Terry joined the SIU and first sailed aboard the *Alcoa Trader* to

Vietnam. He then sailed on the tanker *Ocean Pioneer* to France before making his second voyage to the war zone.

He passed away Nov. 23, 2003 at age 54.

His uncle **John Cain** is an active SIU member and another uncle, **Hubert Cain**, sailed with the union for almost 50 years.

"Terry stood for all the things that are good about the SIU and the U.S. Merchant Marine as America's fourth arm of defense," stated John Cain. "Even though he didn't make a career out of sailing after Vietnam, he loved the SIU until the day he died."



Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	2	1	1	2	0	3	1	6	2
Anchorage	0	5	3	0	4	2	0	0	6	7
Baltimore	2	7	1	4	2	1	0	6	10	2
Guam	1	4	2	3	3	1	0	2	11	4
Honolulu	2	4	2	5	3	1	0	11	6	3
Houston	33	19	17	17	14	9	6	56	30	38
Jacksonville	33	35	14	26	26	8	18	56	59	32
Joliet	0	1	0	0	0	1	0	0	3	2
Mobile	8	14	7	8	8	2	4	13	21	10
New Orleans	13	14	11	13	11	2	5	27	24	26
New York	27	20	17	15	13	4	10	51	42	33
Norfolk	6	15	11	13	12	3	4	15	31	18
Philadelphia	1	3	2	5	4	0	0	3	4	7
Piney Point	1	25	0	0	11	1	1	2	21	0
Puerto Rico	3	11	0	3	7	0	3	9	20	1
San Francisco	13	13	5	16	10	4	8	31	15	8
St. Louis	2	3	2	2	4	2	0	1	4	5
Tacoma	27	31	14	20	17	5	6	54	52	32
Wilmington	21	24	15	13	15	5	11	37	35	25
Totals	194	250	124	164	166	51	79	375	400	255
ENGINE DEPARTMENT										
Algonac	0	1	0	0	1	0	0	0	0	3
Anchorage	0	1	1	0	0	0	0	0	1	2
Baltimore	5	4	0	3	4	0	1	4	5	0
Guam	0	1	0	0	0	0	0	2	4	0
Honolulu	7	1	2	7	4	1	3	9	7	3
Houston	14	13	9	7	9	6	3	23	15	9
Jacksonville	16	21	9	9	15	7	11	26	35	18
Joliet	1	0	0	0	0	0	0	1	1	1
Mobile	4	5	4	9	2	0	1	9	7	6
New Orleans	7	5	1	6	9	1	2	14	13	5
New York	11	4	4	9	6	2	5	20	18	13
Norfolk	6	11	4	4	12	3	6	16	16	3
Philadelphia	1	2	2	1	1	0	1	4	3	2
Piney Point	0	1	0	0	1	1	1	2	1	0
Puerto Rico	3	2	1	1	2	1	2	3	9	1
San Francisco	10	7	2	10	5	0	4	13	10	3
St. Louis	1	5	1	0	3	0	0	3	5	1
Tacoma	11	21	6	7	16	6	5	12	24	6
Wilmington	4	8	6	8	3	3	4	11	20	9
Totals	101	113	52	81	93	31	49	172	194	85
STEWARD DEPARTMENT										
Algonac	0	0	1	0	0	1	0	0	1	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	1	0	4	1	0	2	3	4	0
Guam	0	2	0	1	0	0	0	0	4	0
Honolulu	7	6	3	5	4	3	3	15	8	1
Houston	15	5	4	11	3	3	5	30	9	7
Jacksonville	18	16	6	7	12	5	7	30	30	8
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	5	3	0	2	3	0	2	6	8	0
New Orleans	9	6	3	6	2	3	1	14	8	2
New York	11	7	2	11	4	0	8	30	15	5
Norfolk	7	7	2	4	7	2	2	16	16	4
Philadelphia	1	0	0	3	0	0	0	1	2	0
Piney Point	2	3	1	1	1	1	0	7	5	1
Puerto Rico	0	1	0	0	1	0	0	2	4	0
San Francisco	18	5	0	14	3	0	7	45	9	1
St. Louis	1	0	0	0	0	0	0	3	0	1
Tacoma	10	6	0	11	3	0	5	21	13	4
Wilmington	24	5	2	18	7	1	10	41	15	7
Totals	132	73	24	98	51	19	52	264	152	42
ENTRY DEPARTMENT										
Algonac	0	1	0	0	3	0	0	0	1	3
Anchorage	0	1	6	0	0	1	0	0	2	12
Baltimore	0	3	3	0	3	1	0	0	3	6
Guam	0	1	0	0	0	0	0	0	6	4
Honolulu	6	10	7	2	7	7	0	8	17	12
Houston	3	16	16	2	10	6	0	5	35	36
Jacksonville	3	22	26	0	8	12	0	8	35	44
Joliet	0	0	1	0	0	1	0	0	1	1
Mobile	0	8	1	0	9	0	0	2	8	3
New Orleans	1	5	8	1	3	3	0	4	13	21
New York	4	32	25	7	17	13	0	7	57	67
Norfolk	0	11	15	0	6	7	0	0	21	29
Philadelphia	0	0	0	0	0	0	0	0	1	2
Piney Point	0	17	28	0	8	28	0	0	20	17
Puerto Rico	1	3	0	1	1	1	0	2	4	1
San Francisco	4	9	4	3	11	9	0	6	12	11
St. Louis	0	0	0	0	0	0	0	0	1	0
Tacoma	6	19	12	0	7	7	0	11	32	31
Wilmington	3	2	11	1	2	5	0	4	10	23
Totals	31	160	163	17	95	101	0	57	279	323
Totals All Departments	458	596	363	360	405	202	180	868	1,025	705

*"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.

July & August 2005 Membership Meetings

Piney Point	Tuesday: July 5*
.....	Monday: August 8
.....	(*change created by Independence Day holiday)
Algonac	Friday: July 8, August 12
Baltimore	Thursday: July 7, August 11
Boston	Friday: July 8, August 12
Duluth	Wednesday: July 13, August 17
Guam	Thursday: July 21, August 25
Honolulu	Friday: July 15, August 19
Houston	Monday: July 11
.....	Tuesday: August 16*
.....	(*change created by Paul Hall's birthday holiday)
Jacksonville	Thursday: July 7, August 11
Joliet	Thursday: July 14, August 18
Mobile	Wednesday: July 13, August 17
New Orleans	Tuesday: July 12, August 16
New York	Tuesday: July 5, August 9
Norfolk	Thursday: July 7, August 11
Philadelphia	Wednesday: July 6, August 10
Port Everglades	Thursday: July 14, August 18
San Francisco	Thursday: July 14, August 18
San Juan	Thursday: July 7, August 11
St. Louis	Friday: July 15, August 19
Tacoma	Friday: July 22, August 26
Wilmington	Monday: July 18, August 22

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

Personals

Alek Turko would like to hear from any former shipmates. Please e-mail him at allsafeins@aol.com to get in touch.

DEBORAH SUTTON

Please contact Tim Robert at (504) 628-9007.

DONALD HOOD

Please contact Leon Fountain at (253) 581-2099. Leon, who retired in 1998, saw your photo in last month's LOG and would like to hear from you.

Correction

The Gateway of India, pictured on page 16 of the May Seafarers LOG, is located in Bombay.

MV Ascension Honored with Stamp



The Ascension Island Post Office recently honored the SIU-crewed *MV Ascension* with the issuance of a postage stamp bearing its likeness. It is one in a set of four stamps that feature merchant shipping and is in the amount of 15p.

Ascension Island is located in the South Atlantic Ocean and is part of the St. Helena Group that is made up of St. Helena, Ascension Island and Tristan da Cunha. The island was settled by the British with a garrison of Royal Marines in 1815. The French Emperor Napoleon Bonaparte was exiled on St. Helena, and the British did not want the French to use Ascension Island as a staging post to rescue him.

The *MV Ascension* is owned and operated by Sealift, Inc. It serves as the re-supply ship for "Wideawake Airfield," the American Air Force Base on Ascension Island.

Capt. Dana Haff sent a copy of the stamp to the *Seafarers LOG* and notes that the vessel sails from Port Canaveral, Fla. and re-supplies the island every 60 days. Since there is no dock at Ascension Island, the ship discharges cargo from an open anchorage onto motorized barges.

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

APRIL 16 — MAY 15, 2005

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	5	3	0	4	1	0	1	12	4	0
Houston	20	0	5	18	0	5	11	31	7	13
Jacksonville	1	2	7	1	2	5	1	13	5	2
New Orleans	1	3	5	2	2	0	3	12	5	20
New York	10	3	2	7	3	2	5	29	5	2
Norfolk	0	1	1	0	1	2	0	6	1	0
Tacoma	0	0	1	0	0	1	2	2	0	5
Wilmington	4	1	0	5	1	0	2	7	5	0
Totals	41	13	21	37	10	15	25	112	32	42
ENGINE DEPARTMENT										
Boston	2	0	0	1	0	0	0	8	1	0
Houston	6	3	2	6	0	3	2	14	3	8
Jacksonville	1	1	8	2	0	7	2	6	8	4
New Orleans	1	0	1	2	0	0	0	7	1	12
New York	6	0	1	3	0	1	2	11	4	1
Norfolk	0	0	0	0	0	0	0	1	0	1
Tacoma	1	1	0	0	1	0	1	2	0	1
Wilmington	2	1	2	1	1	2	4	5	1	0
Totals	19	6	14	15	2	13	11	54	18	27
STEWARD DEPARTMENT										
Boston	4	1	0	1	1	0	1	7	1	0
Houston	3	1	3	4	0	4	1	7	3	8
Jacksonville	0	1	2	1	2	3	1	8	3	0
New Orleans	1	2	3	1	2	0	0	5	0	16
New York	3	2	0	4	0	0	1	14	15	0
Norfolk	0	0	1	0	0	1	1	2	0	1
Tacoma	1	0	0	1	0	0	0	0	0	2
Wilmington	0	1	2	1	0	1	1	3	1	1
Totals	12	8	11	13	5	9	6	46	23	28
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	72	27	46	65	17	37	42	212	73	97

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by **Arthur K. Johannessen** of Stavanger, Norway. His previous submission of the steward department on the *SS Mariposa* was included in the April 2005 issue.

This photo was taken aboard the *President Wilson* in 1962, Johannessen's first trip to the Far East. "It was a heavenly trip," he stated in a note accompanying the photo, and "an experience I'll never forget. The crew in the dining room was like the United Nations. We all got along very well."

Seated on the floor is a crew member named Joe. Johannessen says Joe was a very special, kind person who wanted nothing more than to go to sea. "I think about him a lot," the former room steward/waiter wrote.

After his sailing career, Johannessen, now 80, returned to his native Norway and ran a mink farm until he took a well-deserved retirement.



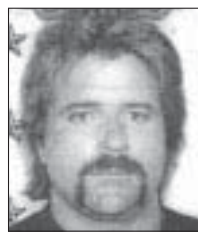
If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, please send it to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



DEEP SEA

GERONIMO BARENG, 52, began his seafaring career in 1980, initially sailing aboard the *Oceanic Independence*. Brother Bareng worked in the steward department and was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His last ship was the *USNS Petersburg*. Born in the Philippines, Brother Bareng now lives in Honolulu.

IVAN CAPOWSKI, 65, joined the SIU in 1990 in Piney Point, Md. Brother Capowski worked aboard American Overseas Marine vessels, including the *USNS Wright* and the *PFC Dewayne T. Williams*. In 1991, the steward department member upgraded his skills at the union-affiliated school in Piney Point, Md. Brother Capowski was born in New York and calls Florence, Vt. home.



EDWARD DeSOUCEY, 43, became an SIU member in 1979 in Piney Point, Md. Brother DeSoucey was born in Red

Bank, N.J. and first worked aboard the *LNG Leo* in the engine department. He enhanced his skills on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. Prior to retiring, Brother DeSoucey shipped on the *Horizon Enterprise*. Brother DeSoucey lives in San Francisco.

MIGUEL HERNANDEZ, 70, started sailing with the union in 1999 from the port of Fort



Lauderdale, Fla. Brother Hernandez sailed primarily aboard vessels operated by Dyn Marine, including the *USNS Pathfinder* and the *USNS Bowditch*. He attended the Piney Point school in 2000 and again in 2004. Brother Hernandez worked as a member of the deck department. Born in California, he now resides in Miami, Fla.

PANAGIOTIS KANAVOS, 60, was born in Greece. Brother Kanavos joined the SIU in 1968 in New York. His first ship was the *Mankato Victory*. Brother Kanavos sailed in the engine department. His last voyage was aboard the *Commitment*. Brother Kanavos makes his home in Brooklyn, N.Y.

ALIGI PELLICCI, 64, began his SIU career in 1982 in the port of Honolulu. Brother Pellicci was born in Italy and shipped in the engine department. His first voyage was aboard the *Independence*. Brother Pellicci is a resident of Auburn, Wash.

JIM SAXTON, 65, hails from Louisiana. Brother Saxton joined the MC&S in 1965 in the port of San Francisco. He was a member



of the steward department and first shipped aboard the *President Wilson*. Brother Saxton

upgraded his skills on many occasions at the union-affiliated school in Piney Point, Md. He most recently went to sea on the *Defender*. Brother Saxton calls Hayward, Calif. home.

INLAND

DALTON DESLATTE, 65, became a member of the SIU in 1963. Boatman Deslatte was born in Texas. He shipped in the deck department, primarily on Moran Towing of Texas vessels. Boatman Deslatte resides in Port Arthur, Texas.



THOMAS GUIDRY, 57, joined the ranks of the SIU in 1979 in Port Arthur, Texas. Boatman Guidry initially sailed with Hvide Marine in the deck department. The Texas-born mariner last went to sea aboard the *Titan*. Boatman Guidry makes his home in Hemphill, Texas.

ROGER HORTON, 62, commenced his seafaring career in 1971 in the port of Houston, initially shipping with Moran Towing of Texas. Boatman Horton was a member of the deck department. He upgraded his skills in Piney Point, Md. in 2000, 2001 and again in 2002. Boatman Horton, who was born in Ohio, now lives in Ft. Myers, Fla. His final ship was Harrah's *Winstar*.

RONALD LeBLANC, 72, launched his seafaring career in 1994 in New Orleans. Boatman LeBlanc sailed mainly on Westbank Riverboat's *Boomtown*. He was born in Louisiana and worked in the deck department. Boatman LeBlanc makes his home in New Orleans.

ROBERT MAZYCK, 61, embarked on his SIU profession in 1977 in the port of Houston. Boatman Mazyck shipped primarily aboard Marine Contracting & Towing vessels. He was born in South Carolina. Boatman Mazyck enhanced his skills at the Paul Hall Center in 1986. He resides in the Bahamas.



MARION PEOPLES, 62, began sailing with the union in 1988 in the port of Houston. Boatman Peoples

worked for G&H Towing during his career. A native of Ft. Worth, Texas, he is now a resident of Seabrook, Texas.

JOHN SALMON, 55, started shipping with the SIU in 1979 in

the port of Jacksonville, Fla. Boatman Salmon is a veteran of the U.S. Navy. He worked for Crowley Towing his entire seafaring career. Boatman Salmon's first boat was the tug *Warrior*; his last was the tug *Gauntlet*. He makes his home in Bonifay, Fla.



CADAMUS TREAKLE, 62, became a Seafarer in 1972 in the port of Norfolk, Va. For the duration of his career, Boatman Treakle shipped on Allied Towing vessels. He was born in Virginia and sailed as a member of the deck department. Boatman Treakle upgraded on two occasions at the Seafarers-affiliated school in Piney Point, Md. He lives in his native state.

GREAT LAKES

RICHARD DHOLS, 65, began sailing with the union in 1971 in the port of Duluth, Minn. Brother Dhols' initial trip to sea was aboard the *George Steinbrenner*. He was a member of the deck department. Brother Dhols attended the Piney Point school in 2002. Born in Wisconsin, he most recently sailed on the *Joseph H. Frantz*. Brother Dhols calls Wisconsin home.



EUGENE HAYES, 64, launched his SIU career in 1958 in the port of Fort Lauderdale, Fla. Brother Hayes was

born in Michigan and sailed as a member of the engine department. In 2003, he attended classes at the union-affiliated school in Piney Point, Md. Brother Hayes mainly shipped aboard Inland Lakes Management vessels. He resides in Alpena, Mich.

HAROLD NEAL, 64, became a Seafarer in 1963 in Dania, Fla. Brother Neal originally sailed with American Steamship Company. Born in Tennessee, he sailed in the deck department. Brother Neal's last ship was the *Saint Clair*. He enhanced his seafaring abilities at the Paul Hall Center in 1980. Brother Neal calls Pall Mall, Tenn. home.



WAYNE PORTICE, 61, was born in Michigan. He joined the union in 1972 in Alpena, Mich. Brother Portice's first vessel was the *Steel T. Crapo*, where he worked in the engine department. His final trip was on the *Saint Clair*. Brother Portice resides in his native state.

SALEH RASHID, 64, began shipping with the SIU in 1964 in Fort Lauderdale. Brother Rashid's initial trip on the Lakes was aboard an American Steamship Company vessel. He was born in Arabia and worked as a member of the steward department. Brother Rashid most recently shipped on the *Richard J. Reiss*. He calls Rochester, N.Y. home.



LARRY SMITH, 57, hails from Georgia. Brother Smith joined the SIU in 1968 in Detroit.

Throughout his seafaring career, he sailed aboard vessels operated by American Steamship Company. Brother Smith attended classes at the Paul Hall Center in 2002. The deck department member lives in Thornton, Ill.

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

Name	Age	EDP
Alicea, Angel	65	May 1
Ballestar, Gerardo	62	April 1
Bynum, Samuel	72	April 1
Gonzalez, Fernando	60	May 1
Morgan, Joe	67	May 1
Wallerson, Donald	70	April 1
Watson, Charles	65	May 1
Wells, Henry	63	April 1

Reprinted from past issues of the Seafarers LOG.

1939

The new agreement with Colonial Navigation was completed and the membership voted overwhelmingly to accept the agreement. The contract provided among other things a two-week annual vacation, closed shop provisions and all hiring to be done through the union hall.

1950

On June 15, the SIU Atlantic and Gulf District signed an agreement with the bulk of steamship companies under contract to the union, the terms under which the Seafarers Welfare Plan would operate. The signing paved the way for the plan to begin functioning as soon as the Bureau of Internal Revenue and the NLRB gave their approval to the plan.

Under the terms of the Welfare Plan as agreed to by the shipowners committee, Seafarers will receive \$500 in death benefits and \$7 per week in hospital benefits. The plan provides for the trustees to set up additional benefits as the fund grows. The plan will be supervised by a six-man board of trustees, three from the union and three from the companies.

1971

The jobs of Seafarers are on the line in the renewed attack on the Jones Act, a body of laws that demands that all domestic shipping be moved on American-flag vessels. The heavy assault on the Jones Act is being led by the oil industry, which

wants oil from the rich Alaskan fields carried on runaway-flag tankers. They would rip the heart out of the Jones Act so they could transport Alaskan oil from one U.S. port to another in foreign-built, foreign-manned tankers—paying slave wages and at the

same time escarping the taxes that must be paid by American-flag operators.... The SIU is leading a campaign to muster Congressional support to strengthen the Jones Act.

1994

The Paul Hall Center for Maritime Training and Education has been approved by the Environmental Protection Agency for certifying Seafarers and other personnel involved in the repair and servicing of refrigeration equipment. Late last year, the federal government issued regulations under which anyone involved in the repair and servicing of refrigeration equipment must pass an EPA-approved course by November 14, 1994. This affects QMEDs and any other Seafarers who sail in the engine department and who handle reefers.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

GLENN BAKER SR.

Brother Glenn Baker, 60, died Feb. 28. He began sailing with the SIU in 1988 from the port of Mobile, Ala. Born in Florida, Brother Baker was a U.S. Army veteran. He first worked aboard the *Falcon Princess* in the deck department. Brother Baker's last trip to sea was on the *USNS Sisler*. He was a resident of Alabama.

NECOLA BATHIA



Pensioner Necola Bathia, 79, passed away Jan. 30. Brother Bathia started his seafaring career in 1944 in New York. His first ship was the *Robin Kettering*. Brother Bathia was born in Dorothy, W.Va. and sailed in the engine department. Prior to retiring in 1984, he worked aboard the *Del Viento*. Brother Bathia resided in his native state.

RONALD BURTON



Pensioner Ronald Burton, 85, died Jan. 23. Brother Burton joined the SIU in 1943 in New York. His first trip to sea was on the *Arlyn*. Brother Burton worked as a member of the deck department. He last sailed on the *Osprey*. Brother Burton lived in Jacksonville, Fla. and started receiving his retirement compensation in 1985.

SAW CHENG

Pensioner Saw Cheng, 88, passed away Jan. 8. Brother Cheng was born in China and joined the MC&S (Marine Cooks & Stewards) in San Francisco. He worked as a member of the steward department. Brother Cheng went on pension in 1969 and called San Francisco home.

EDWARD DUNN



Brother Edward Dunn, 48, died Feb. 28. He joined the SIU in 1977 in New York, initially sailing on Penn Tanker's *Champion*. Brother Dunn shipped in the steward department, most recently aboard Maersk Line Limited's *Constellation*. He was born in Brooklyn, N.Y. and made his home in Portugal.

MARK EVANGELISTA



Brother Mark Evangelista, 52, passed away Feb. 23. He started sailing with the Seafarers in 1994 in New Orleans. Brother Evangelista, who was born in Massachusetts, worked in the engine department. His first vessel was the *USNS Regulus*; his last was *USNS Altair*. Brother Evangelista was a resident of Marrero, La.

HARRY HUSTON JR.

Pensioner Harry Huston Jr., 88, died Nov. 23. Born in St. Louis, Brother Huston embarked on his SIU career in 1944 in the port of New York. His first ship was an Alcoa Steamship Co. vessel. A member of the steward



department, Brother Huston last sailed on the *Horizon Consumer*. He began receiving his pension in 1982 and resided in Brenham, Texas.

DAVID LONGANECKER



Brother David Longanecker, 83, passed away Feb. 11. He started sailing with the MC&S in 1967 from the port of Wilmington, Calif. Brother Longanecker's first voyage was on the *Santa Magdalena*. The steward department member was born in California. Brother Longanecker most recently worked aboard American Ship Management vessels. He lived in Los Angeles, Calif.

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

NORBERTO AYALA



Pensioner Norberto Ayala, 100, passed away Feb. 27. Brother Ayala joined the NMU in 1936, initially shipping from San Juan. His first vessel was the *Yucatan*. Born in Yabucoa, P.R., Brother Ayala was a member of the engine department. His last voyage was aboard the *Mormacisle*. Brother Ayala started collecting retirement stipends in 1966.

PEDRO DAVILA



Pensioner Pedro Davila, 81, died Nov. 10. Brother Davila launched his career with the NMU in 1951. He first shipped from the port of New York on the *Cherry Valley*. Brother Davila was born in Puerto Rico and worked in the engine department. His final trip to sea was aboard the *Export Champion*. Brother Davila went on pension in 1974.

JOSE DIAS



Pensioner Jose Dias, 85, passed away March 4. Born in Portugal, Brother Dias first donned the NMU colors in 1945 in the port of New York. He sailed as a member of the engine department and began receiving his pension in 1981.

THOMAS GANDY



Pensioner Thomas Gandy, 81, died Feb. 13. Brother Gandy started shipping with the NMU in 1965 in San Francisco. He initially worked

aboard the *James Lykes*. The Alabama-born mariner started collecting his retirement compensation in 1991. Brother Gandy last went to sea on the *Marine Duval*.

RICHARD GREEN



Pensioner Richard Green, 83, passed away Feb. 19. Brother Green was born in Jacksonville, Fla. and embarked on his seafaring profession in 1939 in that port. His first ship was the *Shawnee*; his last was the *United States*. Brother Green began receiving his pension in 1966.

KARL KARLSSON



Pensioner Karl Karlsson, 87, died Jan. 31. Brother Karlsson started sailing from the port of New York in 1946. The Swedish-born mariner went on pension in 1968.

ALFRED KRUEGER



Pensioner Alfred Krueger, 88, passed away March 9. Brother Krueger began shipping with the NMU in 1958. His first voyage was on the *Monte Pascoale*. Brother Krueger was born in Germany and worked as a member of the steward department. He went on pension in 1981.

JORGE LOZA



Pensioner Jorge Loza, 91, died March 4. Brother Loza joined the ranks of the NMU in 1943 in the port of New York. He was a member of the engine department. Prior to retiring in 1971, Brother Loza worked on the *Mormacisle*.

JAMES POWDRILL



Pensioner James Powdrill, 64, passed away March 26. Brother Powdrill started sailing with the NMU in Corpus Christi, Texas. His earliest trip to sea was on the *Richmond*, where he worked in the engine department. Brother Powdrill most recently sailed aboard the *Sheldon Lykes*. He began collecting retirement stipends in 1997.

GENARO RODRIGUEZ



Pensioner Genaro Rodriguez, 72, died March 8. The Puerto Rico-born mariner joined the NMU in 1963 in the port of New York. Brother Rodriguez first sailed on the *African Moon*. He was a member of the steward department. Brother Rodriguez retired in 1989.

MANUEL RUMION



Pensioner Manuel Rumion, 76, passed away Feb. 18. Brother Rumion launched his NMU career in Honolulu, first shipping aboard the *USAT Comet* in the steward department. He was born in Hawaii and last went to sea on the *Star Rhode Island*. Brother Rumion started collecting his retirement pay in 1991.

JOSEPH WILLIAMS



Pensioner Joseph Williams, 79, died March 3. Brother Williams began sailing with the NMU in 1946 in the port of New York. His first ship was the *Wilson Victory*; his last was the *Spirit of Liberty*. Brother Williams was born in North Carolina. He worked in the steward department and went on pension in 1974.

THEODORE WILLIAMS



Pensioner Theodore Williams, 82, passed away March 11. Born in Gainesville, Fla., Brother Williams joined the NMU in the port of New York. The engine department member's first voyage was on the *John E. Schmeltzer*. Before retiring in 1972, Brother Williams sailed on the *Exporter*.

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
Almeida, Edward	79	Feb. 3
Aponte, Benjamin	85	April 8
Araya, Albert	87	March 13
Ballard, James	93	Feb. 18
Beckles, Lionel	77	March 22
Billett, Raymond	77	March 19
Blackwell, Abraham	91	April 11
Carrion, Emiliano	64	Dec. 21
Dallas, Thomas	76	April 15
De Bettencourt, Lawrence	83	April 8
DeGroot, Ralph	82	April 1
DeSantos, Cesar	75	Dec. 31
Diaz, Luis	74	April 5
Doctor, Nehemiah	76	March 16
Dunagan, Richard	82	April 1
Ellis, Alfonso	98	March 18
Ellis, Elijah	84	Feb. 25
Eng, Land	96	March 26
Faller, Marcelino	91	March 17
Felice, Joseph	86	March 7
Fleming, Fitz	88	Feb. 12
Gannaway, Robert	78	Jan. 30
Georges, Assoumany	82	April 8
Gobin, Albert	78	March 25
Gonzalez, Lester	88	April 3
Graulau, Juan	87	March 21
Gutierrez, Paul	90	March 31
Ham, Roy	81	March 3
Hayes, Ronald	72	April 4
Izquierdo, Anthony	71	March 27
Jaros, Raymond	82	Dec. 4
Jennings, Kent	82	Jan. 11
Jones, Floyd	76	March 24
Kirkpatrick, Charles	79	Feb. 1
LaSalle, Angel	90	Dec. 13
Lewis, Gideon	95	March 27
Lopez, Julio	80	March 7

Name	Age	DOD
Maresh, Jerry	77	March 16
Martinez, Faustino	99	March 28
Mathis, Mason	73	March 7
Medich, Ray	81	Dec. 29
Medina, Bolivar	89	Feb. 20
Melone, Ernest	86	Dec. 17
Mendez, Pablo	76	Dec. 8
Murphy, Michael	82	March 23
Negron, Felipe	80	April 19
O'Boyle, Anthony	70	June 26, '04
Ocksterwoicz, Edward	80	Jan. 4
Pineda, Sergio	93	Nov. 18
Pollard, James	75	March 1
Pritchard, Louis	87	March 28
Raines, James	81	April 27
Rattleff, Maurice	75	March 16
Razza, Alfred	80	March 9
Rivera, Juan	69	March 5
Roan, Thomas	76	April 2
Rosa, Juan	92	Jan 16
Rosenberg, Abraham	89	Dec. 19
Ruiz, Juan	87	April 6
Said, Mohsein	71	Oct. 15
Sierra, Ramon	94	March 2
Snyder, Robert	77	April 14
Sorrensen, Gunnar	88	Feb. 4
Sumerlin, John	79	April 13
Sumlin, Rufus	81	Feb. 25
Tollefsen, Sverre	86	March 8
Toms, Edward	92	March 25
Tripp, Lee	75	March 30
Turnquest, Woodrow	79	April 9
Vesik, Michael	83	April 17
Watkins, Charles	79	March 4
White, Winston	80	March 5
Wilmore, Clarence	79	March 12
Wilson, Leslie	86	March 5
Wong, Dock	95	March 22

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.

ATLANTIC FOREST (Waterman Steamship Corp.), March 20—Chairman **Michael Borders**, Secretary **Demont A. Edwards**, Educational Director **Melvin L. Kerns**, Deck Delegate **Scott Heginbotham**, Engine Delegate **Josh A. Kilbourn**, Steward Delegate **Terry N. White**. Chairman announced upcoming payoff in New Orleans. He reminded crew to check in with patrolman and not to forget passports and other paperwork when leaving ship. Secretary noted need to order more food. Educational director encouraged crew members to upgrade at Paul Hall Center in Piney Point, Md. He also advised them to keep a close eye on expiration dates of z-cards and clinic cards. Plumbing problem in pantry needs repair. Clarification requested on daymen working aboard barges. No beefs or disputed OT reported. Crew expressed concern about gas possibly escaping into engine room.

CLEVELAND (Sealift), March 16—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Oliver L. Celestial**, Deck Delegate **Donovan McCants**, Steward Delegate **Janet Joseph**. Chairman thanked everyone for good trip and praised deck department for excellent job cleaning cargo area. Secretary asked those seafarers getting off to clean rooms and make sure fresh linen is available for next person. Educational director advised crew members to enhance skills at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Request made for new washing machine. Crew thanked steward department for great meals and barbecue. Next port: Houston, Texas.

COAST RANGE (Intrepid), March 28—Chairman **Terry D. Cowans Sr.**, Secretary **Lanette A. Lopez**, Deck Delegate **Travis L. Stringer**, Engine Delegate **Scott S. Fuller**, Steward Delegate **Jorge L. Ellis**. Chairman encouraged everyone to read *Seafarers LOG* and stay current on important issues concerning maritime security. Educational director encouraged crew members to enroll in upgrading courses at Piney Point facility and informed them of need for a valid clinic card to attend. No disputed OT reported. Steward asked that all food be ordered in English off food line. Suggestion made to increase monthly pension.

COMET (Maersk Line, Limited), March 14—Chairman **Gerry A. Gianan**, Secretary **Jaime Castillo**, Educational Director **James P. Meyers**, Deck Delegate **Feliciano Gimutao**, Steward Delegate **Carlito S. Navarro**. Chairman announced payoff March 15 upon arrival in Los Angeles. He reminded those departing to leave rooms clean and supplied with fresh linen. Secretary thanked Seafarers for keeping lounge and crew mess clean. Educational director informed crew of benefits of upgrading skills at the Paul Hall Center. He recommended that all shipping papers be kept up to date. No beefs or disputed OT reported.

Thanks given to Chief Cook Navarro and galley gang for excellent food. Next ports: Los Angeles and Oakland, Calif.

DILIGENCE (Maritrans), March 31—Chairman **Roan R. Lightfoot**, Secretary **Amy K. Rippel**, Educational Director **Arthur K. Outlaw**, Deck Delegate **Thomas Komenda**, Engine Delegate **Patrick D. Carroll Jr.**, Steward Delegate **John Bennett**. Chairman announced payoff April 2 in Tampa, Fla. Educational director told crew to give themselves a raise by increasing their skills and abilities at the union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Request made for new washing machine in crew laundry room. Suggestions given for items to be negotiated into next contract.

GREAT LAND (Interocean Uglund Management), March 14—Chairman **Ernest J. Duhon**, Secretary **Antoinette M. Amato**, Educational Director **Eddie Almodovar**, Deck Delegate **Robert E. Stenhjem**, Engine Delegate **Joseph I. Laguana**, Steward Delegate **Karen K. Fensel**. Chairman discussed communication received regarding change in cash allowance amount per month. Treasurer stated \$10 in ship's fund. No beefs or disputed OT reported. Recommendation made to give Seafarers option to have direct deposit. Next port: Oakland, Calif.

HORIZON DISCOVERY (Horizon Lines), March 3—Chairman **Patrick C. Ray Jr.**, Secretary **Joseph A. Laureta**, Educational Director **William Payne**, Deck Delegate **Wilfredo Velez**, Engine Delegate **Hector J. Ginel**, Steward Delegate **Miguel A. Barbosa**. Chairman announced payoff April 4 in Jacksonville, Fla. He noted five mattresses on order for crew members. Secretary urged mariners to take advantage of opportunities available at Paul Hall Center—and always check that shipping documents are current. No beefs or disputed OT reported. Recommendations made concerning pension and medical plans. Everyone asked to help keep ship clean. Special thanks and job well done to Steward Laureta for exotic menus and great food. Next port: Puerto Rico.

HORIZON HAWAII (Horizon Lines), March 13—Chairman **Billy G. Hill**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Roy S. Frett**, Deck Delegate **Isaac V. Mercado**, Steward Delegate **Anselmo Lopez**. Chairman announced payoff March 18 in Jacksonville, Fla. When in port, he stated AB/Watch to check IDs of all visitors boarding vessel. Ship is in great shape after period in yard. Chairman expressed gratitude to all departments for good teamwork and working safely. Secretary thanked Chief Cook Sanchez & SA Lopez for outstanding food. Educational director encouraged members to contribute to SPAD and keep documents current, allowing plenty of time for renewal. No beefs or disputed OT reported.

ed. Suggestion made to lower seatime requirements to qualify for full pension benefits. Request made for new furniture in crew lounge and new mattresses for bedrooms. Thanks given to steward department and bosun for set-up & service at frequent barbecues.

HORIZON PRODUCER (Horizon Lines), March 10—Chairman **Joel A. Lechel**, Secretary **William J. Bunch**, Educational Director **Douglas D. Greiner**, Engine Delegate **Pablo Albino**. Chairman reported on Patrolman Jack Sheehan's visit on board ship in Elizabeth, N.J. to attend to union business. He reminded crew of USDA regulations regarding separation of plastic items and trash bags. Educational director advised crew to allow sufficient time when renewing MMDs. Treasurer reported \$2,300 in ship's fund. No beefs or disputed OT reported. Crew discussed contract regarding 120-day limit on seatime and subsequent amendment to this rule. Recommendation made pertaining to way in which pension is calculated. Bosun expressed appreciation to crew for taking care of laundry. He also thanked steward department for great barbecues and fantastic meals each day.

INNOVATOR (Maersk Line, Limited), March 6—Chairman **Mark S. Lance**, Secretary **Jessy G. Sunga**, Educational Director **Richard G. Williams**, Deck Delegate **Eric Lund**, Engine Delegate **David Parker**, Steward Delegate **Timothy A. Laird**. Chairman announced crew change April 22 in Tacoma, Wash. and thanked everyone for helping keep ship clean. Secretary wished good luck to all. Educational director encouraged Seafarers to attend upgrading classes at Paul Hall Center for job security. Treasurer stated \$504 in ship's fund. No beefs or disputed OT reported. Communication regarding MML takeover & tentative reflagging read and posted. Suggestion made to review criteria for selecting participants for bosun recertification course. Thanks given to steward department for job well done. Next port: Los Angeles, Calif.

PUGET SOUND (OSG Ship Management), March 24—Chairman **Joseph G. Humphrey**, Secretary **Donald F. Dwyer**, Educational Director **Jose M. Ramirez**, Deck Delegate **Stanley A. Gurney**, Engine Delegate **David E. Switzer**, Steward Delegate **Cleto S. Lindong**. Secretary asked crew members to leave copies of OT sheets for reliefs. Educational director advised mariners to keep documents current. Beef noted in deck and steward departments; disputed OT reported in deck department. Crew requested slop chest and direct deposit. It was suggested that everyone check pay vouchers for any errors. Vote of thanks given to steward department. Next port: Wilmington, Calif.

SBX-1 (Interocean Uglund Management), March 6—Chairman **James D. Crate**, Secretary **Thomas M. Wybo**, Educational Director **Kirk Benton**, Deck Delegate **Joey A. Pauley**, Engine Delegate **Christopher Schneider**, Steward Delegate **Angelo Golden**. Chairman talked about strength of SIU, with possible contracts on more ships. Secretary went over procedures for dealing with problems aboard ship, from communicating with immediate supervisor first for resolution. He asked everyone to leave rooms clean and turn keys in when departing ship. Steward will provide list of all needed repairs. Educational direc-

tor encouraged mariners to donate to SPAD and upgrade at union-affiliated school in Piney Point, Md. Treasurer stated no money available in ship's fund. Crew requested profits from slop chest be given to the fund. Other suggestions for generating money for the fund are welcome. No beefs or disputed OT reported. Clarification requested on compensation for shipyard subsistence pay. Concerns also expressed about Coast Guard discharges. Request made for direct deposit to bank accounts.

reduce time needed for basic pension. Crew members asked to clean rooms before leaving ship. Vote of thanks given to steward department for great meals. Next ports: Newark; Baltimore, Md.; Newport News, Va.; Charleston, S.C.

SULPHUR ENTERPRISE (Sulphur Carriers), April 1—Chairman **Sonny Pinkham**, Secretary **Darryl K. Goggins**, Educational Director **Michael L.**

With Seafarers on the Alaskan Explorer



The photos above were taken in late April when the SIU-crewed *Alaskan Explorer* stopped in Juneau, Alaska en route to Valdez. That same week, Alaska Governor Frank Murkowski interviewed Alaska Tanker Co. (ATC) President and CEO Anil Mathur for a radio program that touched on job opportunities for Alaskans in the U.S. Merchant Marine. GUDE Luke Bradley (photo at lower right), for instance, is a displaced Alaskan fisherman who found employment via a state program that directs students to the SIU-affiliated Paul Hall Center for Maritime Training and Education. Also pictured aboard the ATC tanker are (top, from left) Chief Cook David Vaughn and AB Zaid Muthala and (below, left) GUDE Teresa Ward.

USNS HENSEN (Horizon Lines), March 13—Chairman **Arthur Cross**, Secretary **Henry Manning**, Educational Director **Roy W. Dunaway**, Deck Delegate **Brian Robison**, Engine Delegate **Robert J. Guilmette**, Steward Delegate **Mary Whatley**. Educational director stressed importance of upgrading skills at Paul Hall Center. Treasurer reported no money in ship's fund. New fund to be started soon. All those going ashore advised to be careful and use metered cab. Crew informed anything white or black on deck "is probably wet paint."

LIBERATOR (Maersk Line Limited), April 9—Chairman **Edward J. O'Conner**, Secretary **Brandon D. Maeda**, Educational Director **Hardin D. Chancey**, Deck Delegate **Roy Payne**, Engine Delegate **David Terry Jr.**, Steward Delegate **Sukirman Suraredgo**. Chairman announced payoff April 13 in Newark, N.J. USSM ships now operated by Maersk, and chairman reminded everyone to continue same professionalism and expert seamanship that SIU is known for. Educational director talked about upgrading at Paul Hall Center and suggested all aboard read SIU constitution. No beefs or disputed OT reported. Bosun reviewed several documents received from headquarters and talked about temporary suspension of shipping rules. Suggestion made to increase retirement scale and

Williams. Educational director advised Seafarers to upgrade skills as often as possible. No beefs or disputed OT reported. Crew members discussed suggestions for new contract, including pay increase, improved medical, dental and optical plans. Crew requested refrigerator in each room. Next port: Galveston, Texas.

USNS GILLILAND (3PSC), April 3—Chairman **Louis F. Sorito**, Secretary **Danelle M. Harvey**, Educational Director **Peter R. Donat**, Deck Delegate **Michael T. Murner**, Engine Delegate **James G. Sloan**, Steward Delegate **Derrick R. Moore**. Bosun commended crew on patience solving engineering problems on board. Educational director told all mariners to give themselves a raise by upgrading skills and ratings at Piney Point school. Treasurer stated \$142 in ship's fund. Deck delegate noted that deck department members who were on board during ROS need to make copies of pay vouchers and have wages adjusted. Steward urged fellow crew members to make menu suggestions and stated that requests would be honored if items were on board. No beefs or disputed OT reported. Additional washing machines needed. E-mail from captain read regarding imminent danger pay for March and April. Next ports: Kuwait; Newport News, Va.

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.)

Support H.R. 23

I am calling on our SIU brothers to contact their local U.S. Congressional representatives to co-sponsor the Belated Thank You to the Merchant Mariners of World War II Act of 2005, H.R. 23. Seafarers did a great job last year generating support for this bill, but we had to start over again this year. By early April, we had 120 co-sponsors.

President Franklin D. Roosevelt said during the signing of the GI Bill in 1944, "I trust Congress will soon provide similar opportunities to the members of the merchant marine who have risked their lives time and time again for the welfare of their country."

General Dwight D. Eisenhower said, "The truly heroic man of this war is the GI Joe and his counterpart of the air, Navy and merchant marine."

Finally, Fleet Admiral Chester W. Nimitz pointed out, "The fighting fleets and Marines of our Navy, the ground forces of our Army, and the aircraft of both would have been helpless to pound the enemy into defeat overseas had it not been for the steady stream of personnel, equipment and supplies of every character brought into the rear of the combat areas, and often directly into those areas, by the ships of our own merchant marine and those of our allies."

There are many more quotations from WWII-era leaders, yet I've found that most Americans today don't know about us. Maybe after we get this bill passed, the U.S. Merchant Marine will not be the forgotten service of World War II.

Thanks again for your support on this matter.

Richard Wiggins
Kansas City, Missouri

New Center in Baltimore

The port of Baltimore has a new full service seafarer center in Dundalk named Stella Maris, Latin for Star of the Sea. It is indeed a bright star for merchant seafarers calling in Baltimore, since it has all the bells and whistles.

Located in the old Dundalk Shopping Center on Shipping Place, the center has its own thrift store of high quality used clothing. It features plenty of recreational facilities and equipment, two big-screen TVs and a library. Foreign-language magazines and newspapers are provided. A bank of computers offer internet and email access. Discounted telephone cards and telephones make it possible to call home.

Many of the local eateries provide discounts to the seafarers. We also provide doctor, dentist and pharmacy visits. Three vans transport seafarers to the center and around town for shopping, sightseeing, emergency trips to BWI Airport and help in crisis situations.

As the center's director, I emphasize that this is a fully non-denominational ministry. We have scriptures and the holy books of all faiths and in many languages.

All of the staff members are volunteers. In fact, I welcome and need additional volunteers to drive vans and work at the center.

Of course, donations also are welcome, as the whole operation depends 100 percent on such contributions. (Now I really know what the term "non-profit" means.)

I may be contacted at (410)

889-0351 or at johnlfitzgerald@aol.com.

I hope to announce an early fall date for a formal ribbon-cutting ceremony in the park in front of the center.

Monsignor John L. Fitzgerald
Baltimore, Maryland



Memorial on the Delaware

A memorial on the banks of the Delaware River for the U.S. Merchant Marine Veterans and U.S. Navy Armed Guard Veterans who served on the merchant ships and manned the guns during World War II is scheduled to be dedicated on June 11 at 10 a.m. near the battleship New Jersey, in the historic area of the Camden, N.J. waterfront.

A large bronze propeller has been donated and will serve as the focal point of the memorial. Landscaping, six flag poles, eight benches for seating and a brick promenade are in place.

Donations to the project are still needed and are fully tax-deductible. They may be made directly to the Merchant Marine Veterans of America, Inc., 455 Timberline Trail, West Chester, PA 19382. All donors will receive proper recognition. Donations of time, talent, materials and equipment will also be gratefully appreciated.

Many of our World War II merchant marine veterans are rapidly approaching their "final voyage." Now is the time to recognize and honor these forgotten heroes.

Charles Mardigian
Mt. Laurel, New Jersey

The Seafarers LOG would like to hear from you. If you have a letter to the editor—or an article, story, poem, photo or diary of your life at sea—that you think other Seafarers would be interested in reading, send them to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in

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

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

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

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

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

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

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

Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally. 6/05

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 11	August 5
	August 22	September 16
	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 20	June 24
	August 22	August 26
	October 24	October 28
Bridge Resource Management (Unlimited)	November 14	November 18
Celestial Navigation	July 18	August 11
GMDSS (Simulator)	June 27	July 8
	August 29	September 9
	October 31	November 11
Lifeboatman/Water Survival	June 27	July 8
	August 8	August 19
	September 19	September 30
	October 29	November 11
Radar	June 6	June 15
	August 8	August 17
	October 10	October 19
Radar Renewal (1 day):	June 27, August 29, October 31	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning April 18, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	June 13	August 5
	September 19	November 11
QMED - Jr. Engineer	June 20	September 8
Welding	August 22	September 9
	September 19	October 7
	October 24	November 11
	October 31	November 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>(*must have basic fire fighting)</i>	July 18	July 29
Fast Rescue Boat	June 6	June 10
Government Vessels	July 4	July 8
	August 8	August 12
	August 22	August 26
	September 26	September 30
	October 31	November 4
	November 14	November 18
Medical Care Provider	August 1	August 5
Tankerman Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	June 6	June 17
	August 1	August 11
	September 26	October 7
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	June 27	July 1
	October 17	October 21

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seatime 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 seatime 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 Lundeborg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 661 — Graduating from the water survival class are unlicensed apprentices from class 661 (in alphabetical order) Andre Anderson, Ian Babcock, George Berkovich, Phillip Brant, Eric Dorsey, Edwin Feliciano, Cory Gardner, Thomas Guthrie IV, Hussain Hafid, Pedro Hernandez, Graham Jones, William Little, Marc Maffia, Jimmy McCall, Gulifer Oyao, Holly Pattison, Abede Reda, Lloyd Riddick, Edwin Rivera, Cortney Sacks, Devin Savoie, Tyson Sherman, David Spangler and Mikel Tittsworth.



Tanker Familiarization/Assistant Cargo (CL) — Completing this course April 15 are (in alphabetical order) George Ashbridge, Robert Austin, Timothy Brock, Daniel Carman, Thanh Duong, Christopher Edyvean, Jerry Gugliemello, Corey Hann, Joselier Itaralde, Michael Kirby, Christian Nikunj, Miguel Pizarro, Steven Randle, Burke Samuels and Delsrael Williams.



Celestial — Students in the celestial navigation course ending April 8 are (in alphabetical order) Brent Anderson, DeGutenberg Poitevien, Ovidio Santos, Jennifer Senner and David Steinberg. Their instructor, Stacey Harris, is at far left.



Radar — Instructor Michael Smith (right) joins his radar class for a graduation picture April 13. They are Ato Aikins, Gregory Brunson Sr., Shannon Smith and Michael Worthington.



Water Survival — April 15 graduates of the water survival course include (from left, front row) Robert Scott, Robert Lee, Nazez Nasser, Erin O'Toole, Instructor Bernabe Pelingon, (second row) Jerry Stillman, Al Zapata-Nicholls, Matthew Nuñez, Michael Sykes, (in the boat) Jamar Reed and Alfredo Drake III.



Government Vessels — Phase III unlicensed apprentices who completed this course April 8 include (in no specific order) Elliott DelAguilá, Louis Kramm, Patrick Ryan, Anthony Roca, Audania Bomar, Timothy Littles, Adam Ramey, Steven Cedres, Michael Rodriguez, Billie Munoz, Jon Silveira, Steve Hurden, Nelson Smith, Karberto Ramos, Norman Dize, Perry King, Samuel Miller, Calvin Andrews Jr. and David Dinan.



Government Vessels — The 11 recertified bosuns and other students completed this course April 15. They are (in no specific order) Robert Coleman, Michael Lulley, Francis Burke, Willie Marsh, Aristeo Padua, Konstantino Prokovas, Fernando Guity, Ronald Felton, Rosita Livermon, Douglas Perry Jr., German Maximo, Thomas Flanagan, Simplicia Twohie, Christopher Pompel, Eric Berry Rogoberto Boggeano, Jullian Woods, Timothy Burke, David Hudgins, Homar McField, Kelvin Cherington and Alvin Martin.

Computer Lab Classes



Left: On April 8, students receive their certificates of achievement for completing various computer courses. They are Rigoberto Boggeano, Daniel Link, Lisa Harewood, Craig Burmeister, Trent Enoch, Fernando Guity, Robinson Eromosele, Douglas Perry Jr., Francis Burke and Edward C. Fore. Their instructor, Rick Prucha, stands in the far back.



Left: March 30: Instructor Rick Prucha (left) congratulates Michael McErlean for his achievements in mastering two computer programs.



Academics — Jason Simon recently completed two academic courses while upgrading at the school: Math 099 (developmental mathematics) and History 102 (the U.S. from 1877). Presenting him with his certificates is Instructor Peggy Densford.

Paul Hall Center Classes

Basic Safety Training Classes



STCW — NCL, April 1: David Acosta, Michael Adair, Lawrence Aflague II, Mariqua Alfague, Joy Armstrong, Brandy Baeza, Pedrito Bathan, Paul Bennett, Steven Blank, Benjamin Cohen, Edison Crucena, Dana Davis, Jaroslav Dvorak and Benito Garcia-Vale.



Above and Below: STCW — NCL, April 8: Rachel Alarcon, Kuponohiipoi Aweau, Yoko Bearg, Joycelyn Camacho, Diane Clark, Patrick Cruz, Joseph D'Ambra, Shanelle Dragomanavich, Steven Fannin, Yevgeniy Flit, Luis Germosen Jr., Lawerance Gonsalves, Curtis Goodman, Rodrigo Grandison, Jessica Grill, Tierra Harris, Jessica Hawk, Brandon Hiroe, Heather Holmes, Cara Horibe, Walter Intriago, Yoori Kim, Elizabeth Kribble, Doo Eung Lee, Kevin Lynk, Randy McCalip, Meredith McCombs, Damsel Mendoza, Jordan Ofoia, Jacqueline Olmstead, Orlando Ortega, Jeremy Payton, Ramjo Pendon, Joseph Penn, Sabrina Ponciano, Alma Porquez, Ronald Puaza, Melissa Rapp, Jerri Reed, Jerome Robinson, Jairo Sanchez, Jose Sandoval, Dantis Sims, Shonna Sorrell, Elustrious Spikes, Marconi Tuliao, Christopher Ubinger, Alicia Vela-Bailey, Jonathan Veles and Ashley Williams. (Note: Not all are pictured.)



STCW — NCL, April 15: Doug Ford, Denolia Hunter, Jack Edwards, Fesuiai Leupolu, Evelyn Lumpkin, Curtis Marshall, Michael Hadley, Angela Kunkle, Tami Lambert, Brent James, Endra Hartanto, Tierra Harris, Patricia Graham, Stephanie Ford, Melissa Kelly, Kathie Gallo, John Elliott, Ann Kelchner, Abby Mardile, Josh Jensen, Paul Hager, Thomas Jordan, Candace Hight and Kevin Keller. (Note: Not all are pictured.)



STCW— April 8: John Kolodziej, Kenneth Johnson, Rudy Lopez, Michael Manekas, Michael McErlean, Victor Nunez, Javier Reyes and Jullian Woods. (Note: Not all are pictured.)



STCW — NCL, April 15: Cale Brehio, Tegnear Butler, Daniel Bryan, David Cing, Donald Amos Jr., Angela Coleman, DeCarlos Curry, Phillip Botts, Ramy Atienza, Joshua Evans, Christina Clogston, Judith Audie, Scott Bertholf, Katherine Bentzen, Sunshine Brown, Juanita Bautista, Frank Cedeño, Omar Deleon, Wes Burkholder, Joseph Boyle, Andrew Davidsburg and Eric Atkinson.



STCW — Alaskan Fishermen, April 15: Stephen Cooper, Christopher Demmert, Oliver Fronteras, Tracy Hanson, Nicolas Macaraeg Jr., Robert Mober, Michael Moody, Dannis Parsons, Richard Pelkey, William Sanborn and Garry Smock. Their instructor, Tony Sevilla, is at far right.



STCW — NCL, April 1: Marline Kahanaoi, Edward Kryzanekas Jr., Mark Layne, Peter Lerma Jr., David Lewis, David Lillis, James Long, Robert Martinez Jr., Brian Musgrove, Meredith Myers, Bridget Oshita, David Owens, Ernesto Ramirez, Talia Rozensky, Paul Ramirez, Edward Resendez, Michael Tajeron, Elvira Tizon, Jaime Vallejos, David VanWart, Adrian White and Grant Yates. (Note: Not all are pictured.)

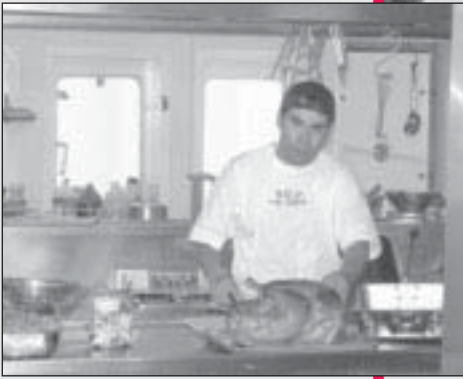


STCW — NCL, April 15: Orva Shaffer, Marlo Roberts, Lakeshia Stephens, Rune Retterholt, Kevin Washington, Jeff Scotty, Brian Wright, Barbara Shapiro, Ian Napier, Raymond Santiago Jr., Johanna Quenga, Miguel Mendez, Justin Thulien, Sterling Nolen, Sonia iranda, Morris Wilkes, Clint Wells, Ronald Perdue, Jensen Nguyen and Brian Pagnotti.

Sailing on the Maersk Constellation



The *Maersk Constellation* is a combination breakbulk and roll-on/roll-off ship, 598 feet long, that carries its own cranes so the vessel does not have to rely on shore-based cranes for off-loading cargo.
 The photos appearing on this page were taken aboard the Maersk Line, Limited *Constellation* during voyages 59 and 60 to Africa and Bangladesh. They were sent to the *LOG* by Recertified Steward Jim Battista.



Chief Cook Cesar Macias-Ortiz



DEU David Simpson



Chief Cook Julio Arzu



AB Edgar Stanley



SA Dante Dizon (left) and SA Yahya Munasser



AB James Clark



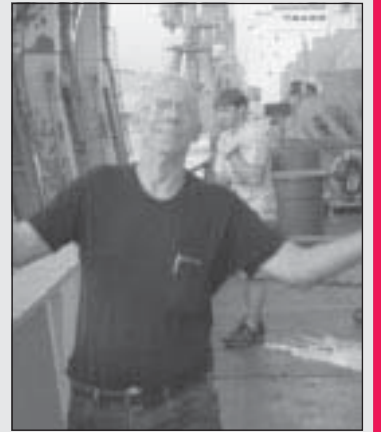
AB Jim McCarthy



Below:
 AB Jose Tagle, Electrician Juan Dansalan, SA Dante Dizon and SA Yahya Munasser



Recertified Steward Jim Battista with the Rock of Gibraltar in the background



Electrician Roger Phillips



Bosun Boyce Wilson



AB Francis Coakley



Left: Recertified Steward Jim Battista loading stores in Dar es Salaam, Tanzania