



The

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Seafarers Log

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



HAPPY HOLIDAYS

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President's Report

Promoting Our Union and Industry

Although a few races in the U.S. House of Representatives remained undecided in the days leading up to Thanksgiving, Election Day definitely brought about big changes in our nation's capital.



Michael Sacco

In the next Congress, there will be at least 53 new members of the House and nine new senators. As always, new elected officials also were voted into office in some of the numerous state and local elections across the country.

As Seafarers know, politics affects our industry all the time. Federal laws like the Jones Act and the U.S. Maritime Security Program, and proven government initiatives like cargo preference are some of the cornerstones of the American-flag fleet. We're also constantly working with government agencies like the U.S. Coast Guard to help ensure both fair treatment of mariners and safety aboard ship and in port.

With that in mind, we wasted no time forming strategies for how to best promote our union and our industry in the next Congress as well as at the state and local levels. Turnover is inevitable in the political world, so this won't be the first time we've had to reach out to new representatives to help educate them about the U.S. Merchant Marine's value to America. That's a mission the SIU takes very seriously.

At the same time, while Congress changed majority parties, newly elected leaders in both the House and Senate reflect a strong pro-maritime background, thanks in part to your donations to SPAD and the SIU's backing of members from both the Democratic and Republican parties.

As for the elections themselves, the labor movement did a great job getting out the vote. According to the AFL-CIO (to which the SIU is affiliated), union members made up one in four voters. The federation went all-out in its effort to help elect pro-worker candidates, including a program that reached out to 13.4 million voters in 32 battleground states.

Looking ahead, the SIU's first issue of course is maritime. But there are other important matters that should be taken up as soon as possible by our elected representatives in the House and Senate. One is the Employee Free Choice Act. This legislation is a top priority of the AFL-CIO. It would help restore fairness in union representation elections, giving workers a reasonable chance to exercise their right to join a union. For too many years, companies have gotten away with walking all over workers when they try to organize. It's time to remedy that situation, and the Employee Free Choice Act will get the job done.

Another subject for our representatives to address is U.S. trade policy. This is the right time to step back and take a close look at our current trade laws—and make an honest evaluation of what's working and what needs to be corrected. America's unions have insisted all along that the national and global economies must work for working families and not just increase the profits and power of multinational corporations. Our call for "fair trade" is still being sounded, because the so-called free trade agreements like NAFTA simply haven't delivered.

Congratulations to the election winners and to all who exercised their right to vote. I also want to give a special thanks to all SIU members, retirees and family members who volunteered in support of pro-maritime candidates. Grassroots action is the lifeblood of our movement, and your efforts will go a long way toward building and maintaining a healthy, vibrant U.S.-flag fleet.

Season's Greetings

It's hard to believe the holidays are upon us, but it's that time again. On behalf of the entire SIU executive board, I extend warmest wishes to all Seafarers, retirees and SIU family members for a safe, happy holiday season. Thank you for your outstanding work in 2006, and thank you for supporting your union.

Additionally, I offer heartfelt greetings and prayers for the men and women of our armed forces who are deployed overseas. May your missions be successful, and may you return home safe and sound.

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ITF Gets Back Pay for FOC Crew

Newspaper Unveils 'Dark Secrets' of Runaway Flags

Extreme in some ways, sadly routine in others, the grim tale of the *Trinity Sierra* was exposed in a revealing newspaper article printed Nov. 5 in the *Atlanta Journal and Constitution*. The article by Dan Chapman also included a broad look at so-called flag-of-convenience (FOC) shipping and its many pitfalls.

International Transport Workers' Federation (ITF) Inspector Tony Sacco helped secure \$73,000 in back pay and other assistance for multinational crew members from the Greek-owned, Cyprus-flagged bulk carrier, which docked in Savannah, Ga. on Oct. 2. Some of the mariners (from the Balkans and Myanmar) hadn't been paid in five months.

"The crew appreciated the ITF's help," Sacco noted. "They're like any other crew in the sense that they just want to be treated fairly."

Putting it mildly, the crew of the *Trinity Sierra* sailed in less-than-ideal conditions before reaching the U.S. When the ship arrived in Savannah, a U.S. Coast Guard inspection turned up 42 safety violations and detained the vessel for repairs (thereby essentially detaining the crew as well). The problems included what the agency described as serious issues with the ship's lifeboats, watertight doors, fire-fighting equipment and crew living accommodations, among other violations.

Additionally, a Nigerian stow-away was apprehended from the *Trinity Sierra* shortly after its arrival. (The ship recently had stayed in Lagos, Nigeria for a month because its owner, Navship Maritime Co., reportedly couldn't pay port fees.)

Those weren't the ship's only problems. Apparently, because of a delay in delivering its cargo of raw sugar along with a load of steel, the vessel owners were sued by the sugar traders in U.S. District Court in Savannah for more than \$288,000 in damages.



Mariners from the *Trinity Sierra* received back pay thanks to assistance from the ITF.

As Chapman reported—in a story bearing the headline "Cargo ships set sail with dark secrets"—"Like a rat cornered below deck, the owners soon were the target of a flurry of lawsuits by others with grievances, including a Singapore timber dealer, a Liberian electronics supplier and a New York insurance company."

He further wrote that the owner and the ship manager (Thesarco Shipping Co., also based in Greece) face other, larger legal claims totaling millions of dollars for "alleged debts owed by sister ships," and that Thesarco sometimes operates as Argosy Ship Management Inc.

Describing the FOC scam, Chapman noted, "With 90 percent of the world's cargo traveling by sea, competition is fierce among the hundreds of owners who employ questionably sound ships and offer low prices and quick delivery. To trim costs, owners register ships in so-called flag-of-convenience countries where regulations are typically lax, accountability is rare and taxes are minimal. Most of the 32 FOC countries don't question ship owners who pay mariners from poor countries, like Burma, as little as \$1.50 an hour. Paychecks are routinely delayed or never delivered."

Tom Matyok, who heads the International Seafarers' Center in

Brunswick, Ga., told the newspaper, "What you see on many flag-of-convenience ships is a form of neo-slavery. Owners skate right on the edge just to get by. Sometimes they get caught, like they did in Savannah. Sadly, most of the time they don't. And the seamen suffer the worst from this relationship."

The SIU is affiliated with the ITF, a federation of more than 600 transport-worker unions in 140 countries.

SIU Secretary-Treasurer David Heindel is first vice chair of the ITF's Seafarers' Section, which brings together seafaring unions from every continent. The Seafarers' Section determines ITF policy regarding the campaign to end runaway-flag shipping and to eliminate substandard working conditions on such vessels. The Seafarers' Section also provides international coordination for, and support to, affiliated unions and individual mariners through involvement with the International Labor Organization, International Maritime Organization and other international bodies. It maintains a network of more than 100 ITF inspectors around the world and helps oversee ITF agreements for runaway-flag ships which specify minimum conditions of employment for crews, including wages.

Tallying Committee Completes Report

The Seafarers International Union's tallying committee last month completed its tabulation of ballots cast by union members in voting on proposed SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU constitutional amendments. The tallying committee report was submitted to the secretary-treasurer and was

scheduled to be mailed to each port no later than Nov. 30 (after this edition of the *LOG* went to press). The report will be submitted for ratification by the membership at the regular December membership meetings.

The following tallying committee members were elected at the Nov. 6 membership meeting

in Piney Point: **Gerald Costello** (chairman), **Ekow Doffoh**, **Melvin Grayson**, **Robert Lindsay**, **Timothy Pillsworth** and **John Reid**.

The committee reported that each of the 11 proposed constitutional amendments was approved by a large majority. As previously reported, some of the proposed changes include a modification of the types of mail services that may be utilized for union election cycles (reflecting the increased use of overnight mail and similar services and the decline of telegrams); creation of a "retiree members" class, retroactive to Jan. 1, 2006; elimination of the position of vice-president at large from the list of elected officers (to take place after the positions are vacated by current officeholders); and a change in the port address of the San Francisco hall.

Voting on the proposed amendments took place Sept. 1-Oct. 31, with Seafarers casting secret ballots at union halls and by mail.



Tallying committee members take a quick break for this snapshot with SIU officials and staff at union headquarters Nov. 9. Pictured from left to right are Assistant VP Ambrose Cucinotta, Gerald Costello, Lynn Walters and Sue Plourde from the secretary-treasurer's office, Melvin Grayson, John Reid, Robert Lindsay, Ekow Doffoh, Timothy Pillsworth and Secretary-Treasurer David Heindel.



More Milestones for OSG Tankers

Overseas Houston Named; Keel Laid for 3rd Vessel

Significant progress continued last month in the new-build series in which 10 double-hulled tankers are being constructed for Seafarers-contracted Overseas Shipholding Group (OSG) at Aker Philadelphia Shipyard.

On Nov. 11, the first vessel in the program officially was named the *Overseas Houston*. Two days later, the unionized shipyard announced the keel-laying for the third vessel in the series (the



SIU President Michael Sacco (left) and Executive VP Augie Tellez greet U.S. Deputy Maritime Administrator Julie Nelson before the naming ceremony in Philadelphia.

Overseas San Francisco).

SIU President Michael Sacco, Executive Vice President Augie Tellez, Vice President Atlantic Coast Joseph Soresi and Philadelphia Port Agent Joe Mieluchowski attended the naming ceremony for the *Overseas Houston*, slated for delivery by the end of 2006.

During that event, OSG President and CEO Morten Arntzen said the 10-ship order "underscores OSG's strong commitment to the Jones Act and to the renewal of the U.S.-flag fleet, indeed in our commitment to America. It is not a coincidence that we are dedicating this ship on Veterans' Day. This is a proud day for shipbuilding in Philadelphia and the U.S. This ship and others like her that will be built here represent a commitment to this country that is worth far more than dollars and cents."

U.S. Deputy Maritime Administrator Julie Nelson stated, "The *Overseas Houston* and sister ships will be welcome additions to the Jones Act fleet. In fact, these orders are critical to replacing America's aging product tankers."

On Nov. 13, the first section of the *Overseas San Francisco* was

lowered into the yard's building dock—the same dock where construction is under way on the second ship in the series (to be named the *Overseas Long Beach*).

According to OSG, the delivery schedule for the 10 new U.S.-flag Jones Act tankers is as follows: one vessel this year (*Overseas Houston*), two vessels in 2007 (*Overseas Long Beach* and *Overseas San Francisco*), two more in 2008 (*Overseas New York* and *Overseas Texas City*), three in 2009 (*Overseas Boston*, *Overseas Nikiski* and *Overseas Tampa*), and the final two ships in 2010 (*Overseas Port Arthur* and *Overseas Jacksonville*).

As previously reported, each of the new tankers will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. Each vessel will weigh 46,000 deadweight tons.

All 10 product tankers in the series will be owned by American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to OSG. To date, eight of the 10 tankers in the build program are under signed time charter, with agreements in place between OSG and Shell, BP and Tesoro.



The *Overseas Houston* is scheduled for delivery this month.

In addition to the *Overseas Houston* and the two vessels under construction in the building dock, production on the fourth tanker in the series is advancing, with steel cutting for that vessel having begun in October.

When the tanker program was announced in April 2005, OSG noted that the order for 10 tankers was believed to have been the biggest of its kind within the American commercial shipbuilding sector. At that time, Arntzen

said, "The 10-ship program is OSG's first giant step to building a world-class U.S.-flag shipping business."

Months later, during meetings of the AFL-CIO Maritime Trades Department executive board Feb. 24 in San Diego, OSG Senior Vice President Capt. Robert Johnston revealed that his company had begun checking the possibility of investing in up to 17

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Union, School Take Closer Look At Physical Exam Guidelines

Officials from the U.S. Coast Guard on Nov. 13 met at SIU headquarters in Camp Springs, Md. with union executives and managers, officials from various SIU-contracted shipping companies and representatives of the Transportation Institute to discuss implications and possible consequences associated with the proposed guidance governing medical and physical evaluations for merchant mariner credentials.

Coast Guard Captains Ernie Fink, commanding officer, National Maritime Center (NMC) and Dr. Arthur French (also of the NMC) additionally presented briefings

on the agency's "Restructuring and Centralization Project," which in part involves relocating the NMC from Arlington, Va. to Martinsburg, W. Va.

SIU Executive Vice President Augie Tellez, Vice President Contracts George Tricker and Vice President Atlantic Coast Joseph Soresi represented the SIU during the meeting as did Dr. Ken Miller. Union-contracted company representatives in attendance included Jane Jacobs, American Maritime Association; Bill Cole, Alaska Tanker Co.; Rick Williamson, AMSEA; Wally Becker, Horizon Lines; Harry

Rogers, Interocean American Shipping; Nina Timonina, Liberty Maritime; Phil Fischer, Keystone; Dennis Houghton, Maersk Line, Limited; Rich Rodgers, Seabulk Tankers; Len Becicka, Tyco; Arron Bensinger, OLS Transport; Kathy Elinski, American Steamship and Tom Lord, USS Transport. Diane Goncalves and Mike Neumann represented the Transportation Institute. Attending from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. were Bill

Eglinton, J.C. Wiegman, Bart Rogers and Priscilla Senatore. John Mason represented American Service Technology, Inc., a maritime consulting group.

As previously reported, the proposed guidelines governing medical and physical evaluations for merchant mariner credentials were published in the Sept. 28 *Federal Register*.

Additional information about the Coast Guard Restructuring and Centralization Project is available on line beginning at the following web address:

<http://www.uscg.mil/hq/g-m/nmc/web/index.htm>

The project also involves bringing the Coast Guard regional examination centers directly under NMC control.



SIU Executive VP Augie Tellez asks a question about proposed guidelines for medical and physical evaluations for merchant mariner credentials.



U.S. Coast Guard Capt. Ernie Fink, commanding officer, National Maritime Center (standing at right), addresses meeting participants Nov. 13 at SIU headquarters.

Please be advised the SIU headquarters and all SIU hiring halls will be closed on Monday, Dec. 25 for the observance of Christmas Day, and on Monday, Jan. 1, 2007 for the observance of New Year's Day (unless an emergency arises). Normal business hours will resume the following workday.

GAO Notes TWIC Program's 'Key Challenges'

The U.S. Government Accountability Office (GAO) in October released a new report titled "DHS Should Address Key Challenges before Implementing the Transportation Worker Identification Credential Program."

A summary in the report states, "GAO recommends that, before implementing TWIC in the maritime sector, TSA develop and test solutions to problems identified during testing to ensure that key components of the program work effectively and strengthen contract planning and oversight practices before awarding the TWIC implementation contract. DHS reviewed a draft of this report and concurred with GAO's recommendations."

The report also states that the DHS and industry stakeholders face three major challenges in addressing problems identified during TWIC program testing and ensuring that key components of the TWIC program can work effectively in the maritime sector. These challenges are:

- Enrolling workers and issuing TWIC cards in a timely manner to a significantly larger population of workers than was done during testing of the TWIC program.
- Ensuring that the TWIC technology, such as biometric card readers, works effectively in the maritime sector. TSA has obtained limited

information on the use of biometric readers in the maritime sector because most facilities that tested the TWIC program did not use these types of readers.

- Balancing the added security components of the TWIC program with the potential impact that the program could have on the flow of maritime commerce.

The 57-page report is available—in PDF format—at the following link on the GAO web site: <http://www.gao.gov/new.items/d06982.pdf>

The government's final rulemakings on the TWIC and its related merchant mariner qualification credential (MMC) had not been issued as of mid-November.

In a related occurrence, the Coast Guard's National Maritime Safety Committee, responding to a request from the Department of Homeland Security, recently established a working group to address aspects of developing what the government described as a "contactless biometric specification" for the TWIC. In layman's terms, the latest indication from the DHS is that the TWICs will be issued, but there will be a delay in establishing the electronic card readers. Therefore, there will be a need for a biometric identifier that can be verified without using a reader.



Union Industries Show Slated for Cincinnati

Plans are being finalized for the 2007 America @ Work, AFL-CIO Union Industries Show. The annual exhibition is scheduled for June 15-17 at the recently remodeled Duke Energy Convention Center in Cincinnati.

Under the title first adopted last year—"America @ Work"—this edition of the show promises to be one of the best-ever exhibits of union-made goods and services. The 2007 event will mark the fifth occasion that the show has visited Cincinnati, site of the first Union Industries Show in 1938. It returned in 1958, 1980 and 1990.

Sponsored by the AFL-CIO Union Label and Service Trades Department, the Union Industries Show is an annual expo of the best products and services America has to offer. Everything on display—including goods and services by Seafarers-contracted NCL America and the SIU-affiliated United Industrial Workers (UIW)—will be made and produced by union workers. The

show has run continuously for nearly 70 years, with the exception of the World War II years when operations were suspended.

Coming off a successful 2006 event in Cleveland in which 10 SIU/UIW-contracted companies displayed their products and services for more than 200,000 show-goers, the 2007 show will feature an even larger display of union-made-in-America items. Cars and trucks from the big-three auto makers—Ford, General Motors and Daimler Chrysler—as well as thousands of appliances, household products, boats, motorcycles, clothing, consumer goods, and food products will be available for public scrutiny. Craft booths will feature live demonstrations of skills and crafts by iron workers, bricklayers, cement masons, roofers, members of the International Brotherhood of Electrical Workers and many others.

Trainers from dozens of apprenticeship programs will be on hand to talk about craft

careers. Exhibition booths staffed by union workers will be spread across the Duke Center's 200,000 square foot hall.

Guests are invited to participate in free raffles which are slated to be conducted throughout the three-day show. Typically, those raffles include bags of groceries, electronic products, appliances, automotive products, sporting equipment, autos and a spectacular Harley-Davidson motorcycle.

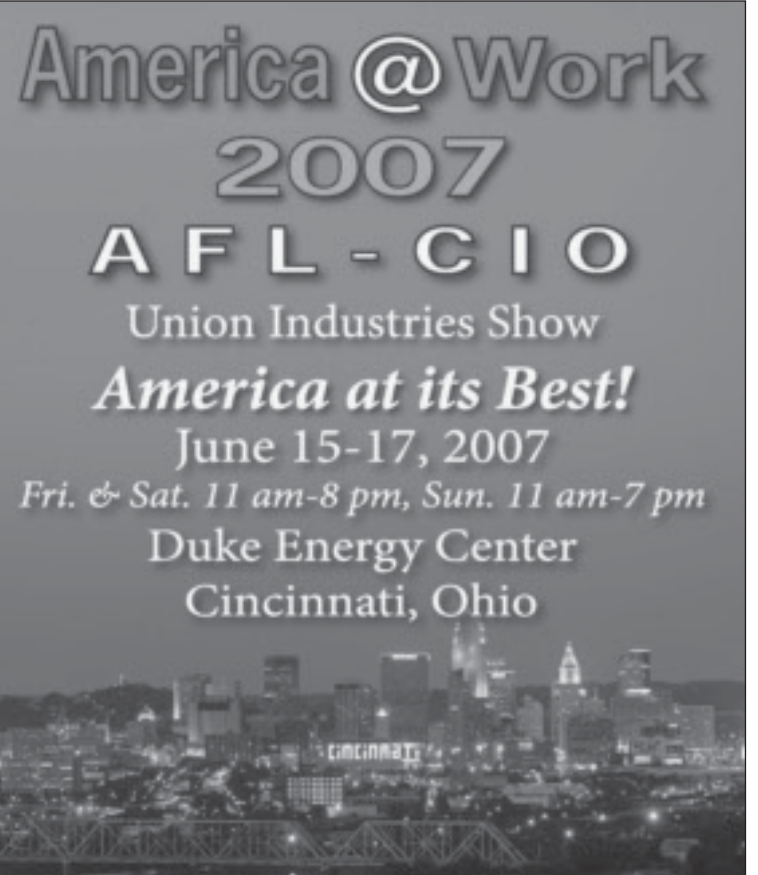
The Cincinnati location should provide easy access for visitors from nearby communities in Kentucky and Indiana as well as major metropolitan areas throughout Ohio.

"We are delighted with the support we are getting from the Cincinnati Central Labor Council and sister labor councils throughout the region," said Charles Mercer, Union Label and Service Trades Department president. "We look forward to working again with the Ohio AFL-CIO, the same great people who made our Cleveland show last year such a

hit. With their continued assistance, we will make this one of the most successful shows ever."

The show will be free of

charge and open to the public. Show hours are from 11 a.m. to 8 p.m. Friday and Saturday, and 11 a.m. to 7 p.m. Sunday.



The Union Label and Service Trades Department put together this poster promoting the 2007 trade show.

Remembering the Poet, 26 Years Later

It has been 26 years since the *SS Poet*, carrying a crew of 34 (including 24 SIU members) disappeared in the Atlantic Ocean. To this day, the mystery remains, for not a trace of the 11,241-ton ship or its crew was ever found.

The 36-year-old bulk carrier, operated by Hawaiian Eugenia Corp., departed Philadelphia Oct. 24, 1980 bound for Port Said, Egypt with a cargo of corn. Six hours later, one of the deck officers called his wife through the marine operator. That was the last time the ship was heard from.

The 522-foot vessel was due to pass Gibraltar on Nov. 4 and was scheduled to arrive in Port Said Nov. 9. It missed its 48-hour check-in on Oct. 26 but was not reported missing by the company until Nov. 3. After the company did finally report the *Poet* missing, the Coast Guard then delayed another five days before beginning their investigation, which included an exhaustive air search from high altitude for the missing ship over a 100,000 square mile area ranging from the U.S. Outer Continental Shelf to 1,000 miles out to sea, and then combed the same area from a much lower altitude. Another Coast Guard plane out of the Azores tracked the scheduled course of the *Poet* all the way to Gibraltar. On Nov. 17, the Coast Guard "regretfully" ended the futile search, having found "not a coffee can nor oil slick nor life jacket" from the vessel.

Neither the pop-free life rafts nor the float-free Emergency Position-Indicating Radio Beacon (EPIRB), which was supposed to send a locator signal as soon as it hit salt water, were found, leading the Coast Guard to speculate the "the vessel was lost so rapidly that there was no time to send a ...message..."

Because the *Poet* was never found, and there were no witnesses to its disappearance, the mystery of what occurred to the bulk carrier can never be fully answered.

Relatives of the 34 mariners lost at sea gathered in Washington, D.C. April 9, 1981 to attend congressional hearings before the full House Merchant Marine and Fisheries Committee, chaired by Walter Jones (D-N.C.). The purpose of the hearings was to determine what happened to the *SS Poet*. Many theories were offered, but none could be proven—everything from a killer storm, the competency of the ship's officers and crew, the structural integrity of the vessel, the adequacy of the safety inspection, among others.

A year-and-a-half after the ship disappeared, a Coast Guard Marine Board of Investigation concluded that "the most likely of the possible explanations of the *Poet's* disappearance are capsizing due to instability in following or quartering seas, capsizing or foundering due to flooding of No. 1 hold and loss due to hull structural failure." The report stated that the *Poet* "was most likely lost during the period when it encountered the most severe weather conditions between the morning of 25 October and the



The answer to why the *SS Poet* disappeared without a trace remains a mystery to this day.

evening of 26 October, 1980."

Then-SIU President Frank Drozak called for a complete congressional investigation of the Coast Guard and its activities for the purpose of developing new regulations to protect mariners—too late for the *Poet's* crew, but aimed at protecting the lives of seafarers in the future.

A number of memorial services for the 34 missing crew members were held across the country. On Jan. 22, 1981 at the Maritime Museum in San Pedro, Calif., a bell, salvaged from the battle cruiser *USS Los Angeles*, was tolled eight times, the knell and "end of watch" for those lost aboard the *Poet*. On the third anniversary of the loss of the merchant freighter, a memorial service was held at Philadelphia's Old Swedes Church of Gloria Dei, where a bronze plaque was unveiled listing the names, ages and hometowns of the ship's crew members.

The 24 SIU members who were lost aboard the *Poet* were Bosun **Edward D. Adams**; Deck/Engine Utility **Frank E. Holland**; ABs **Roland H. Courter**, **Hans P. Zukier**, **Mosel Myers**, **Shawn T. Gooden**, **Carl L. Goff**, **Rickey A. Sallee**; Wiper **Thaddeus M. Simmons**; OSs **Alfred W. Schmidt Jr.**, **Edward E. Bradley**, **Stephen James Connors**; Chief Seward **Eddie Sylvester**, Chief Cook **Carl Jackson**, Cook/Baker **Noel W. McLaughlin**, Steward Utility/Second Cook **Earl K. Whatley**, Messman/Third Cook **Jerry Batchler Jr.**, Messman **Tracy R. Walker**; Oilers **Otis R. Hunter**, **Walter M. Mitchell**, **Claude D. Berry**, and FOWTs **Calvin E. Bethard**, **Abraham G. Murillo** and **George E. Ward Jr.**

The *SS Poet* was built in 1944 by the Kaiser Shipbuilding Co., in Richmond, Calif. and served as a troop carrier (the *SS General Omar Bundy*) during World War II. In 1976, it was renamed the *SS Portmar* (Calmar Line) and later re-christened as the *SS Poet*. It was, at that time, the first U.S.-flag vessel lost at sea in 17 years.

Notice

Members Covered Under Plan Level N Switch to Core Plus as of January 1

Beginning Jan. 1, 2007, members who had medical coverage under the old NMU Plan Level N will switch to Core Plus coverage under the Seafarers Health and Benefits Plan (SHBP).

For the most part the benefits are the same, although there are some differences. A booklet describing Core Plus coverage is available on line at www.seafarers.org in the "Member Benefits and Resources" section, in PDF format. (Please be sure to access the booklet for active members; there's also one for retirees.) The same booklet is available at the union halls or by calling the Seafarers Plans office at 1-800-252-4674.

Plan Level N existed under the old NMU contracts, which gradually have been replaced by SIU agreements as they've expired. In fact, the last NMU contracts expire at the end of this year, 2006. The NMU itself merged into the SIU in 2001; the NMU Welfare Plan merged into the SHBP in 2004.

Horizon Hunter Christened

As previously reported, the newly built *Horizon Hunter* (pictured at right and below) was named Oct. 11 at a ceremony at the Hyundai Mipo shipyard in South Korea. The *Horizon Hunter* and four other new container-ships ultimately will join the company's U.S.-flag fleet, beginning in 2007. Those vessels are expected to sail in Horizon Lines' weekly service linking the U.S. West Coast with Guam and Asia.





Veitch, Richardson, SIU Crews Honored

AOTOS Event Spotlights Industry Progress, Mariners' Heroism

Two maritime transportation icons and the crew members and officers of five SIU-contracted vessels formally have been recognized by the United Seamen's Service (USS).

Colin Veitch, president and CEO of Norwegian Cruise Line (NCL) and Paul F. Richardson, president of Paul F. Richardson Associates Inc. on Nov. 3 were honored as co-recipients of USS' 2006 Admiral of the Ocean Sea Award (AOTOS), while masters and SIU mariners who on specific dates were sailing aboard the *USNS Spica*, *MV Cape Victory*, *MV Cape Vincent*, *USNS Apache* and the *Sea Land Commitment* received the AOTOS Mariners' Plaque.

Each of the coveted laurels was presented during the 37th annual AOTOS industry-wide dinner in New York City. SIU President Michael Sacco, who served as the dinner's chairman, bestowed the award on Veitch.

The SIU president described Veitch as "a true friend of the American-flag maritime industry." He noted that with the deep-sea U.S.-flag cruise ship industry reeling after the terrorist attacks of September 11, Veitch's leadership helped spearhead a revival and an investment that has led to many thousands of American jobs, both aboard the SIU-contracted NCL America fleet and ashore.

"We're extremely proud of what Colin and NCL have accomplished with their U.S.-flag fleet in Hawaii," Sacco stated. "Since the three NCL America ships (*Pride of Aloha*, *Pride of America* and *Pride of Hawaii*) raised the Stars and Stripes, tens of thousands of jobs have been created for American mariners, dock workers, people in the tourist industry and others. It wouldn't have happened without Colin's creativity. It wouldn't have happened without Colin's strong confidence in the U.S.

fleet and his total willingness to work as a partner with all segments of our industry."

"It's a tremendous honor to receive the prestigious Admiral of the Ocean Sea award," Veitch said. "We're extremely proud that through NCL America, we've contributed to the revitalization of U.S.-flagged passenger ship cruising."

NCL America's three U.S.-flag ships are expected to generate more than \$828 million in U.S. economic activity and 20,400 jobs, according to a PricewaterhouseCoopers study.

Richardson's experience in transportation has been as a specialist in containerization, company management and labor. He held a key leadership role in the dynamic growth of Sea-Land Service, Inc., forging its development and serving as president and vice chairman of the innovative steamship company.

In 1977, he established Paul F. Richardson Associates, Inc., an international maritime and transportation consulting firm serving various segments of the maritime industry including carriers, ports, shipbuilding companies, inland carriers, labor and labor-management groups. Today, Richardson continues to hold key leadership and management roles in the industry serving on numerous boards, councils and committees. These include the American Bureau of Shipping, U.S. Coast Guard Foundation, Council of the Americas and numerous significant government commissions and committees.

The two AOTOS Award recipients led the field of nominees for the decoration, a silver statuette of Christopher Columbus, the first Admiral of the Ocean Sea, sharing first place among a group that was solicited by USS for more than 200 maritime management, labor, and government officials.

John Bowers, chairman of the

USS AOTOS committee and president of the International Longshoremen's Association said, "These two industry icons represent the past, present and future of the U.S.-flag industry. Our recipients have been selected by those who know them best, international transportation leaders who understand very well the challenges and issues which confront United States shipping and the American seafarers and recognize their leadership in this area."

The masters, crews and vessels that received the AOTOS Mariners' Plaque and a basis for their respective honors were as follows:

USNS Spica—Capt. Michael Flanagan and his SIU Government Services Division crew on Feb. 13 were conducting search and rescue operations off the coast of Djibouti, Africa following the crash of two U.S. Marine Corps CH-53 heavy transport helicopters during a routine training mission. Of the 12 people aboard the two aircraft, only two survived. The *Spica*, with its crew of 103 civilian mariners and 26 military personnel, was about 53



SIU President Michael Sacco (left) is pictured with this year's AOTOS honorees: Colin Veitch (center) and Paul Richardson.

miles from the reported crash site when Flanagan received the call for help. He changed course and headed toward the site at maximum speed. En route, the *Spica's* Puma helicopter was airborne, scouring the ocean for survivors. The *Spica* was the first coalition ship to arrive on the scene. It anchored about 2 miles off shore. At that point, Flanagan learned that members of the Djiboutian

military had pulled two survivors from the water; however, it was still not clear exactly where the crash had occurred. The *Spica's* rigid hull inflatable boat (RHIB) was launched and approached the peninsula while using night vision. Twenty minutes into the search, crewmen located wreckage, rotor blades and the main

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Health Premiums Increase By 'Only' 7.7 Percent

Costs Still Far Outpace Wage Growth, Inflation Rate

A number of momentous concerns permeate today's national landscape, but none is causing greater alarm among employers and providers of medical benefits than the issue of escalating health care costs.

Premiums for employer-sponsored health coverage increased an average 7.7 percent in 2006, less than the 9.2 percent increase recorded in 2005 and the recent peak of 13.9 percent in 2003, according to the 2006 Employer Health Benefits Survey released Sept. 26 by the Kaiser Family Foundation and the Health Research and Educational Trust (HRET).

The survey recorded the slowest rate of premium growth since 2000, though premiums still increased more than twice as fast as workers' wages (3.8 percent) and overall inflation (3.5 percent). Premiums have increased 87 percent over the past six years. Family health coverage now costs an average \$11,480 annually, with workers paying an average of \$2,973 toward those premiums, about \$1,354 more than in 2000.

"While premiums didn't rise as fast as they have in recent years, working people don't feel like they are getting any relief at all because their premiums have been rising so much faster than their paychecks," said Kaiser Foundation President and CEO Drew E. Altman. "To working people and business owners, a reduction in an already very high rate of increase just means you're still paying more."

"The burden of a fragmented system of coverage falls heaviest on the small employer and their workers," said HRET President Mary A. Pittman. "About two in five small businesses do not even offer health insurance, and those that do require workers on average to contribute significantly more to their premiums for family coverage."

While there is substantial debate about consumer-driven health care, the survey found modest enrollment in consumer-driven plans, with 2.7 million workers in high-deductible plans with a savings option, including those that qualify for Health Savings Accounts (HSAs). About 4 percent of covered workers are enrolled in such plans, a rate sta-

tistically no different from last year. Relatively few firms that offer other types of health insurance said that they are "very likely" to adopt high-deductible plans that qualify for an HSA (4 percent) or that are associated with a Health Reimbursement Arrangement (6 percent) in the next year.

The annual Kaiser/HRET survey provides a detailed picture of how employer coverage is changing over time in terms of availability, costs and coverage for the 155 million Americans who rely on employer-sponsored health insurance. It was conducted this year between January and May and included 3,159 randomly selected, non-federal public and private firms with three or more employees (2,122 of which responded to the full survey and 1,037 of which responded to an additional question about offering coverage).

According to the survey, about 7 percent of employers offering health benefits offer high-deductible health plans with a savings option—a category that includes both plans that qualify workers to establish an HSA as well as those associated with a Health Reimbursement Arrangement (HRA). These tax-favored accounts that employees can use to pay for medical expenses are often described as consumer-driven because consumers pay directly for a greater share of their health care and may have an incentive to reduce their health-care spending. Among firms with 1,000 or more workers, 12 percent offer an HSA-qualified plan.

An estimated 4 percent of covered workers, the survey showed, are enrolled in high-deductible plans with a savings option, compared with 60 percent in preferred provider organizations (PPOs), 20 percent in health maintenance organizations, 13 percent in point-of-service plans, and 3 percent in conventional indemnity plans. Among the 2.7 million workers estimated to be enrolled in HSAs or HRAs this year, 1.4 million are in HSA-qualified plans (up from 0.8 million estimated last year) and 1.3 million are in plans with HRAs (statistically unchanged from last year's 1.6 million estimate).

Premiums for these plans averaged \$3,405 annu-

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3 Honored by New York MPC



The AFL-CIO Maritime Port Council of Greater New York and Vicinity, part of the federation's Maritime Trades Department, honored three individuals during the organization's 45th annual awards ceremony Oct. 14 in New York City. The port council's Government Man of the Year is U.S. Rep. Anthony Weiner (D-N.Y.), pictured with MTD and SIU President Michael Sacco (right) and SIU VP Atlantic Coast Joseph Soresi (left), who additionally serves as president of the New York MPC. Also recognized were Maritrans CEO Jonathan Whitworth (receiving the Herb Brand Memorial Man of the Year Award) and MM&P International President Tim Brown (Paul Hall Award of Merit). Addressing an audience of approximately 500 people at the event, Soresi described the port council as "something we're all proud to be part of. Everybody pitches in and makes it work."



Health Care Costs Continue to Rise

Continued from page 5

ally for single coverage, and \$9,484 for family coverage, according to the study. These rates are lower than the premiums for other types of health plans, likely in part because employee cost sharing is higher. However, contributions from the employer toward the savings accounts are not included. These average \$743 for single coverage and \$1,359 for family coverage. Including these costs, overall spending for these plans are on average similar to that for PPOs (the most common type of plan).

"We don't know yet whether workers and employers ultimately will embrace consumer-driven health plans in big numbers, but it certainly hasn't been a tidal wave," said Kaiser Family Foundation Vice President, Gary Claxton, co-author of the study and director of the Foundation's Health Care Marketplace Project. "When you look at the total costs, the savings from these plans may not be enough to overcome consumer concerns about higher cost sharing."

"We are still losing the race between premiums and workers' earnings—and if that trend persists, employer-based coverage will continue to decline as fewer employers and workers can afford the cost of coverage," said Jon Gabel, a study co-author and vice president of the Center for Studying Health System Change.

Other key findings of the survey include:

■ **Offer rate.** About 61 percent of firms nationally offer health benefits to at least some of their workers, statistically unchanged from last year's rate (60 percent). While nearly all large businesses (with at least 200 workers) offer health

benefits to their workers, fewer than half of the smallest firms (with three to nine workers) do.

■ **Workers' contributions toward premiums.** On average, workers are paying \$259 more this year than they did last year toward the cost of family health coverage. Workers at small firms (with three to 199 employees) on average contribute significantly more to their premiums (\$3,550 for family coverage) than workers at larger companies (\$2,658 for family coverage). On average, workers this year are paying about 16 percent of premiums for single coverage and 27 percent of premiums for family coverage, with their employers paying the rest. That share is essentially unchanged in recent years.

■ **Cost sharing.** In 2006, the average in-network PPO deductible for workers facing a deductible reached \$473 for single coverage. Average co-payments for drugs across plan types were \$11 for generic drugs, \$24 for preferred drugs and \$38 for non-preferred drugs.

■ **Confidence in cost-containment strategies.** Few employers have a lot of confidence in strategies to contain rising health-care costs. For example, only 17 percent of small employers and 28 percent of large employers say that they consider disease management programs "very effective" at controlling health-care costs. Employers were less likely to rate other strategies as very effective, including consumer-directed health plans (16 percent of small and 13 percent of large employers), higher employee cost sharing (15 percent of small and 13 percent of large firms), and tighter managed-care networks (9 percent of small and 4 percent of large firms).

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension Trust, (EIN 13-6100329, Plan No. 001) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$37,615,369. These expenses included \$6,835,152 in administrative expenses and \$30,780,217 in benefits paid to participants and beneficiaries. A total of 17,301 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$633,159,327 as of December 31, 2005 compared to \$640,306,747 as of January 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$7,147,420. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$30,467,949, including employer contributions of \$4,235,550, losses of \$6,276,043 from the sale of assets, and earnings from investments of \$32,500,127.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$4.20 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

BECK NOTICE

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

1. **Benefits of union membership** — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

2. **Cost of union membership** — In addition to working dues, to belong to the union as a full book member the cost is \$500.00 (five hundred dollars) per year or \$125.00 (one hundred twenty-five dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

3. **Agency fee payors** — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrange-

ments, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. **Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2005 calendar year, the fee cost associated with this representation amounts to 68.44 percent of the dues amount. This means that the agency fee based upon the dues would be \$342.20 (three hundred forty-two dollars and twenty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2007 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2006 and November 30, 2007 will have this calculation applied to their 2007 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2008 your objection must be received by December 1, 2007.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 2004.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay

agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

5. **Filing of objections** — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

6. **Filing a challenge** — Upon receiving the notice of calculation of the chargeable expenditures related to core representational activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

7. **Appeal procedure** — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel, Secretary-Treasurer



10 Bosuns Complete Recertification

Eight of the SIU's 10 newest recertified bosuns addressed their brothers and sisters and accepted certificates for completion of studies during the union's Nov. 6 membership meeting at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Two class members shipped out immediately following the culmination of their instruction and, as a result, did not attend the membership meeting. Finishing the four-week class, which is considered the top curriculum available for deck department Seafarers, were **Scott Gallagher** (from the port of Algonac, Mich.), **Michael Borders** (Norfolk, Va.), **Charles Hill** (Houston), **Philip McGeoghegan** (New York), **Edward McLean** (Ft. Lauderdale, Fla.), **Gregory Jenkins** (New Orleans), **Brad Seibel** (Port Everglades, Fla.), **Lee Hardman** (Tacoma, Wash.), **Andrew Barrows** (Mobile, Ala.) and **Jose Gomez** (Baltimore).

In addition to their hands-on exercises and classroom work at the Paul Hall Center, the bosuns met at the union's headquarters building in Camp Springs, Md. with representatives from all departments. Through discussions with them about the health and benefits plans, contract negotiation and enforcement, and the *Seafarers LOG*, the deck department leaders enhanced their understanding of the many facets that must come together to make the union strong.

Besides making complimentary remarks about the instruction they received and the training center's staff and facilities during the meeting, the bosuns collectively lauded the SIU leadership and offered words of encouragement to the unlicensed apprentices and upgraders who were in the audience.

Gallagher, who hails from Alpena, Mich., thanked union officials and the Paul Hall Center's vocational staff for the opportunity to upgrade. Gallagher then shared a success story with the trainees in attendance.

He recalled sailing aboard a ship six years ago when a Phase II trainee came aboard. The two worked side-by-side for 30 days, and by the end of that stretch "this trainee was wheeling in the rivers, through bridges.... He was also able to give distances off the stern and run deck engines for tie-



Following the November membership meeting in Piney Point, Md., many of the newly recertified bosuns are pictured with SIU officials. From left to right are Secretary-Treasurer David Heindel, VP Atlantic Coast Joseph Soresi, Mike Borders, Charles Hill, Executive VP Augie Tellez, Scott Gallagher, Gregory Jenkins, Lee Hardman, Edward McLean, President Michael Sacco, Brad Seibel, VP Contracts George Tricker, Philip McGeoghegan and VP Government Services Kermett Mangram.

up.... This same individual is presently working my relief. He achieved this by paying attention and asking questions."

Borders donned the SIU colors in 1971. "My experience at Piney Point during the bosun recertification training was very refreshing," he noted "It was good to be around all of the trainees, watching them prepare for the future."

As for his actual training, Borders said he was glad to take the refresher course in fire fighting. "It's always good to familiarize yourself with the various aspects of this important and very demanding job, although you pray that you never will have to do it," Borders said.

He added that he was particularly pleased with the opportunity to increase his knowledge on computers. "This will help me keep better records while aboard ship... I just want to thank (SIU President) Mike Sacco and the remainder of the union officials for giving me the chance to better myself," Borders concluded.

"I enjoyed the entire experience of being here," said Hill. "It was a tremendous learning experience for all of us, and I think the union is working extremely hard on behalf of its members."

"As a result of my training and interaction with officials in the contracting department," he continued, "I have a better understanding of how labor agreements work for the members."

Hill became a Seafarer in 2001 with the merger of the NMU into the SIU. "It was a good thing that we merged with the SIU," he told his rank-and-file brothers and sisters. "It all turned out for the best."

"I don't know what its like to be a trainee because when I came along in the NMU, we did not have trainees," Hill told the apprentices. "But I do know that when you young people come out to sea, if you watch, pay attention, listen and learn, you can end up in a position of authority just like I am. You have good people here looking out for you, and you have excellent training. I encourage you all to take advantage of it. It will make you a better person and it will make you better able to communicate with your shipmates and anyone else you may come across during your career."

"Remember, you make the union look good and it will make us all look good," Hill concluded. "The SIU will always be there for us."

McGeoghegan has been an SIU member since 1981. "Twenty-six years—it took a long time to get here," he said after taking the podium. "I started off here as an apprentice, went through the trainee program, came back to upgrade to AB and look where I am now. It was a long road, it was a hard road. We learn as we go."

McGeoghegan praised the Piney Point vocational staff, noting, "All teachers here have great teaching skills and positive attitudes, and being here was a very positive experience for me. The education I received about the union was very positive and something I definitely will use in the future."

McLean noted he has been sailing for 26 years aboard tankers. "I started in 1980 with the NMU and now I'm a proud member of the SIU. I feel very fortunate to be a part of this organization because the leadership is dedicated to all of our members," he stated.

Commenting on the program, McLean said, "I thought that the small arms training was excellent. As a result of it, I think I would feel comfortable handling a weapon if I was aboard a military-contracted vessel. The com-

munications class was especially helpful because it taught me better ways to communicate with others."

McLean had high praise for the school and staff. "Everyone at the school—members of the staff as well as instructors—were very helpful and courteous," he said. "Thanks to the training I received here, I now have better knowledge to carry forward to impart on my brothers and sisters aboard ship."

To the apprentices, McLean said, "When you trainees get aboard a ship, ask a lot of questions, do your best job possible, follow orders, be respectful of others and know that we all work together as a team."

Jenkins lauded union officials, the school, its staff and instructors for the many positives they collectively have afforded him over the years. The New Orleans-based mariner has been sailing since 1987. "The SIU has given me a great career as well as a different outlook on life," he said.

"The training I received, especially the communications skills instruction, will help me become a better mariner and upgrade my skills as a bosun."

"I've been sailing for 19 years and it's been a good ride," Jenkins told the audience. "I just want to say thanks—you all are doing a good job and the future looks bright. To the trainees, you are our future, you have a great institution here, learn as much as possible and stay focused."

Seibel joined the SIU in 1985 in St. Louis. "I joined the union in the inland division

and switched to deep sea in 1989 as an AB," he said. "I'd like to give thanks to the SIU, the school and the staff for all of the opportunities they provided. I was really pleased with and grateful for the instruction I received in small arms and water survival. As a result of them, I will feel a lot safer while at sea."

To the trainees he advised, "When you get out there, listen to your supervisors. If you don't understand something, ask questions and try to always keep a positive attitude."

Hardman, an SIU member for the past 19 years, said that his overall experience during his training was both informative and relaxing. "I learned how the union works both inside and out," he said. "I am now more informed and will have more answers to questions posed by shipmates while at sea."

"Being a Seafarer is a great career," he continued. "Where else can you see the world while making a great living? It's a great place for anyone seeking to advance themselves—all you need is a sincere desire to learn."

He concluded, "I want to express my gratitude to the school and our staff, the teachers, those in manpower and admissions for making the school run so efficiently. I also want to thank the union officials for keeping the union, the industry and contracts strong and thriving."

Barrows and Gomez did not address their brothers and sisters during the membership meeting, but provided comments to the *LOG* about their respective upgrading training experiences.

"I thoroughly enjoyed the entire experience," said Barrows, who joined the SIU in 1990 in New York. "Meeting with the leadership provided me with a number of insights which I look forward to sharing with my crewmates aboard ships."

"I came to the SIU after the collapse of the commercial fishing industry," he said. "I'd like to thank the union and its leadership for the quality of life union membership has afforded me and my family."

Gomez launched his SIU career in 1972. The training he received in small arms, fire fighting and CPR was very valuable as was the instruction he was afforded about the union, Gomez said. "It will help me better communicate with the brothers and sisters aboard the ship when we're discussing union business," he concluded.



Bosun Jose Gomez (front) participates in water survival training.



Bosun Andrew Barrows takes aim during small arms training.



AOTOS Event Honors Veitch, Richardson and SIU Crews

Continued from page 5

body of the aircraft. No survivors were found. A second RHIB was launched as the *USS Vicksburg*, along with an Italian vessel, also arrived at the scene. U.S. Navy divers then entered the water and recovered bodies from the wreckage.

Cape Victory and Cape Vincent—As Hurricane Rita approached, officials from Beaumont, Texas on Sept. 24, 2005 requested that first responder emergency vehicles and personnel from the city and surrounding communities of Port Arthur, Nederland, Groves and Port Neches be permitted to be safely stowed on board the *Cape Victory* and *Cape Vincent*. Both vessels are home ported in the Port of Beaumont. *Cape Vincent* Master Capt. David Scott and *Cape Victory* Master Capt. Kevin Brooks, in coordination with the U.S. Maritime Administration and Keystone Shipping Co., agreed to move 172 vehicles onto the *Cape Vincent* and 207 vehicles aboard the *Cape Victory*. Included were fire trucks, ambulances, police vehicles, road equipment and other vehicles, along with city records, emergency response personnel and 30 rescue dogs. Everything was stowed safely while 90 percent of area residents evacuated. Crews from each ship kept their vessels

berthed as the storm passed packing 120 mph winds and extremely heavy rain. The ships' stern ramps were lowered the following morning so that the emergency vehicles could be deployed to deal with the storm's aftermath. The ability for the first responder vehicles to be deployed so rapidly was unprecedented in dealing with hurricane storm damage and allowed the area to swiftly and efficiently return to normalcy. The entire episode serves as a model for hurricane preparations throughout the U.S. Gulf Coast. The vessels' masters and crews were honored for their vision and heroic acts in keeping their ships and emergency cargo safe from harm.

USNS Apache—The MSC fleet ocean tug *USNS Apache* on Aug. 10 was under way near Monrovia, Liberia when it came across an Estonian commercial freighter, the *Tahoma Reefer*, engulfed in flames and being towed from the harbor. Smoke from the burning vessel was spotted from the *Apache's* bridge at about the same time that help was being solicited by officials ashore at the U.S. Embassy in Liberia. *Apache* Capt. Charles Rodriguez headed his craft toward the stricken vessel. Other shipboard personnel including Chief Mate Troy Bruemmer departed the *Apache*

in the vessel's RHIB and moved in on the *Tahoma Reefer* to remove a mooring line that was trailing the burning vessel. The *Apache* crew initiated fire-fighting operations and hosed down the port side of the *Reefer*. After removing the mooring line from the *Reefer*, Bruemmer and others returned to the *Apache*, loaded a portable pump on the RHIB and redeployed to fight flames on the *Reefer's* starboard side. They also delivered the freighter's eight crew members to shore. The *Apache* remained tight alongside the freighter for more than four hours as the tug's crew fought to bring the fire under control.

Sea Land Commitment—Capt. Eric Franzen and the SIU crew aboard the *Commitment* on Jan. 18 came to the aid and assistance of the tugboat *Valour* near Cape Fear, N.C. The *Valour* had

sent a distress call to the U.S. Coast Guard while towing an oil barge in heavy 25-foot seas and winds of 40 knots. The ocean towing tug *Justine Foss* began rescue operations of the tugboat prior to the *Commitment's* arrival on the scene. Conditions were far from ideal as visibility was restricted by rough seas and darkness of night. Once on location, the crew aboard the *Commitment* established communications between the U.S. Coast Guard's rescue helicopters and those directly involved in the rescue effort. This communications link proved vital as the exact location of the distressed seafarers was passed along to the helicopters, thereby leading to their rescue before the *Valour* sank. In part through the efforts and seamanship of the master and crew of the *Commitment*, five mariners from

the stricken tug were rescued. In addition, the fully laden tank barge was prevented from impacting a North Carolina beach.

Retired Navy Capt. Robert Hart and Samuel B. Nemirow served as national committee co-chairmen for the 2006 AOTOS Awards. All proceeds from the event benefited the USS community services for the U.S. Merchant Marine and other seafarers of the world.

The USS is a non-profit agency established in 1952. It provides services for mariners as well as members of the armed forces, and operates centers in ports around the world. The agency also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

Longtime SIU Employee Louis Bush Dies at 88

Louis Bush, longtime pensioner and 27-year employee of the Seafarers Vacation Fund, passed away suddenly Jan. 27, 2006. He was 88.

Bush started his SIU career in 1952 at the headquarters building in Brooklyn, N.Y., running the Sea Chest with Sidney Seltzer. He was active in helping the union on the picket lines in Chicago, Puerto Rico and anywhere else Paul Hall needed an extra hand in the '60s. When the Sea Chest closed, Bush transferred to the claims department, where he had the opportunity to work with Lou Delma, Jack Boughman and Tom Cranford, among others. Delma, former plans administrator for the SIU, stated that Bush was a real asset to the union and its membership and a pleasure to work with.

Bush was the brother-in-law of the late Herbert Brand, past president of the Transportation Institute.

He was born in Montreal, Canada and moved to New York after marrying his wife, Frances, in 1945. She was a New York City school teacher.

In 1979, he retired and moved from Jackson Heights, N.Y. to Orlando, Fla. He remained very active, traveling with his wife on cruises and scenic trips until her death in 2004. According to his son, Robert, one of his favorite pastimes was telling stories about his journeys with the union to different cities and of the union members he befriended all across the country.

Bush is survived by his daughter, Isabel, of Orlando, Fla.; his son and daughter-in-law, Robert and Katherine of Hampton Bays, N.Y.; three sisters-in-law and six nieces and nephews. He was laid to rest at Woodlawn Memorial Park in Gotha, Fla.

Monthly Membership Meetings Keep Seafarers in the Loop

Attending monthly membership meetings is an important way in which Seafarers can keep track of all the news that affects their livelihoods.

Held in each SIU hall around the country, the monthly membership meeting is a

forum to keep members abreast of key union and maritime issues.

Below is the schedule of meetings for 2007. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

Membership Meetings in 2007

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	8	5	5	2	7	4	2	6	4*	9*	5	3
New York	Tuesday after first Sunday	9	6	6	3	8	5	3	7	4	9	6	4
Philadelphia	Wednesday after first Sunday	10	7	7	4	9	6	5*	8	5	10	7	5
Baltimore	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	6	6
Norfolk	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	6	6
Jacksonville	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	6	6
San Juan	Thursday after first Sunday	11	8	8	5	10	7	5	9	6	11	6	6
Algonac	Friday after first Sunday	12	9	9	6	11	8	6	10	7	12	9	7
Boston	Friday after first Sunday	12	9	9	6	11	8	6	10	7	12	8	7
Houston	Monday after second Sunday	16*	12	12	9	14	11	9	13	10	15	13*	10
New Orleans	Tuesday after second Sunday	16	13	13	10	15	12	10	14	11	16	13	11
Mobile	Wednesday after second Sunday	17	14	14	11	16	13	11	15	12	17	14	12
Oakland	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	12
Port Everglades	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	12
Joliet	Thursday after second Sunday	18	15	15	12	17	14	12	16	13	18	15	12
St. Louis	Friday after second Sunday	19	16	16	13	18	15	13	17	14	19	16	13
Honolulu	Friday after second Sunday	19	16	16	13	18	15	13	17	14	19	16	13
Wilmington	Monday after third Sunday	22	20*	19	16	21	18	16	20	17	22	19	17
Guam	Thursday after third Sunday	25	22	22	19	24	21	19	23	20	25	23*	20
Tacoma	Friday after third Sunday	26	23	23	20	25	22	20	24	21	26	23	21

*Piney Point changes created by Labor Day and Columbus Day holidays; Philadelphia change created by Independence Day holiday; Houston changes created by Martin Luther King's birthday and Veterans' Day holidays; Wilmington change created by Presidents' Day holiday; Guam change created by Thanksgiving Day holiday.



SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, (EIN: 52-1994914, Plan No. 001) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,126,528. These expenses included \$356,182 in administrative expenses and \$770,346 in benefits paid to participants and beneficiaries. A total of 14,221 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$37,297,661 as of December 31, 2005 compared to \$27,694,584 as of January 1, 2005. During the plan year, the plan experienced an increase in its net assets of \$9,603,077. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$7,328,662, including employer contributions of \$5,549,160, employee contributions of \$69,154, gains of \$182,656 from the sale of assets and earnings from investments of \$1,522,256.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR NMU 401K PLAN

This is a summary of the annual report for the NMU 401K Plan, EIN 13-6592643, Plan No. 002, for period January 1, 2005 through December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through insurance. Plan expenses were \$342,566. These expenses included \$342,566 in benefits paid to participants and beneficiaries. A total of 950 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,432,409 as of December 31, 2005, compared to \$3,197,802 as of January 1, 2005. During the plan year, the plan experienced an increase in its net assets of \$234,607. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$577,173 including employee contributions of \$435,011 and earnings from investments of \$142,162.

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;
3. assets held for investment;
4. insurance information, including sales commissions paid by insurance carriers; and
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mrs. Miriam Bove, who is Administrator, Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31st Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$1.70 for the full annual report, or .1 cent per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31st Street, New York, NY 10001) 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 N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

SUMMARY ANNUAL REPORTS

SUMMARY ANNUAL REPORT FOR FOR NMU PENSION TRUST OF THE NMU PENSION AND WELFARE PLAN

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, EIN 13-6592643, Plan No. 001, for period January 1, 2005 through December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$32,648,314. These expenses included \$2,938,044 in administrative expenses and \$29,710,270 in benefits paid to participants and beneficiaries. A total of 7,982 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$296,871,091 as of December 31, 2005, compared to \$318,635,814 as of January 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$21,764,723. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$10,883,591 including employer contributions of \$780,541, realized losses of \$160,438 from the sale of assets, earnings from investments of \$10,031,942 and other income of \$ 231,546.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets;
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and
6. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Miriam Bove, Administrator, Board of Trustees of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$8.60 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001) 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 N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR FOR NMU VACATION PLAN

This is a summary of the annual report of the NMU VACATION PLAN, EIN 13-6700828, Plan No. 501, for period January 1, 2005 through December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,077,591 as of December 31, 2005, compared to \$1,270,807 as of January 1, 2005. During the plan year the plan experienced a decrease in its net assets of \$193,216. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$6,760,843 including employer contributions of \$6,653,856 and earnings from investments of \$106,987.

Plan expenses were \$6,954,059. These expenses included \$1,020,553 in administrative expenses and \$5,933,506 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment; and
4. transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write the office of Mrs. Miriam Bove who is Administrator, Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001, (212) 337-4900. The charge to cover copying costs will be \$2.50 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York 10001) 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 N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.



Seafarers' Snapshots



A recent meeting was held at the hall in Oakland (above) to approve the standard contracts. One of the many Seafarers in attendance was Recertified Bosun Lance Zollner (above right).



Serving the membership in the port of Houston are office staff members (from left) Adrienne Nash, Port Agent Robert Troy, Patrolman Mike Russo and Janice Hunicke.



Bosun John Cain attends the October membership meeting in Houston.



Teamwork is part of what makes the galley run smoothly aboard the *Alaskan Legend*. Pictured above are Chief Cook Johnson Ashun (left) and SA Medel Daguio.



Edwin Spencer Harris, 79, began sailing at the age of 17, working in most of the engine department ratings and in all the war zones from World War II to Korea, Vietnam, Somalia, Panama, Grenada and the first Gulf war. He is now enjoying his retirement in sunny St. Petersburg, Fla., getting lots of exercise and fishing (the little fish he is holding is used for bait). Harris is still proud to be an SIU member.



Abdulhalim Ali (center) is congratulated by VP West Coast Nick Marrone (left) and Assistant VP West Coast Nick Celona after being awarded his full union book.



Left: Camilo Villafania takes the SIU oath from Honolulu Port Agent Neil Dietz.



Right: Conrad Rivera shows off the full book he received in the port of Ft. Lauderdale.



SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug and Dredge Pension Plan, (EIN. 13-1953878, Plan No. 003) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,442,947. These expenses included \$208,776 in administrative expenses and \$1,234,171 in benefits paid to participants and beneficiaries. A total of 291 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$23,482,208 as of December 31, 2005 compared to \$24,191,340 as of January 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$709,132. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$733,815, including losses of \$42,819 from the sale of assets and earnings from investments of \$776,629.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.15 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan, (EIN. 51-6097856, Plan No. 001) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$665,486. These expenses included \$201,651 in administrative expenses and \$463,835 in benefits paid to participants and beneficiaries. A total of 868 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,162,399 as of December 31, 2005 compared to \$8,531,657 as of January 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$369,258. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$296,228, including gains of \$175,934 from the sale of assets and earnings from investments of \$117,770.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$4.80 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

SUMMARY ANNUAL REPORTS

SUMMARY ANNUAL REPORT FOR SEAFARERS HEALTH AND BENEFITS PLAN

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (EIN.13-5557534, Plan No. 501) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$22,124,202 as of December 31, 2005 compared to \$6,868,009 as of January 1, 2005. During the plan year, the plan experienced an increase in its net assets of \$15,256,193. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$84,381,946. This income included employer contributions of \$81,809,706, realized gains of \$292,564 from the sale of assets and earnings from investments of \$318,473. Plan expenses were \$69,125,753. These expenses included \$9,190,526 in administrative expenses and \$59,935,227 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.85 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION PLAN

This is a summary of the annual report for the Seafarers Vacation Plan, (EIN. 13-5602047, Plan No. 503) for the period January 1, 2005 to December 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,585,019 as of December 31, 2005 compared to \$15,731,956 as of January 1, 2005. During the plan year, the plan experienced a decrease in its net assets of \$146,937. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$53,361,433. This income included employer contributions of \$52,169,499, realized gains of \$397,165 from the sale of assets and earnings from investments of \$747,430. Plan expenses were \$53,508,370. These expenses included \$6,899,250 in administrative expenses and \$46,609,120 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers; 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 Margaret R. Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.45 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 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: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.



Bosun Kelvin Cherington and QEP Kevin Jones check out the latest issue of the LOG aboard the *Chemical Pioneer*, a USS Transport vessel.



Standing gangway watch on the *Chemical Pioneer* is AB Todd Peden.



The Crowley tug *Pioneer* (above) ties up in Philadelphia. At right is Eugeny Golubev, an AB on the *Pioneer*.



On Petty's Island, home to the Crowley shipping terminal, are SIU members Dennis Saggese (left), who is getting into the jockey truck, and Stanley Williams, who is already behind the wheel.

In and the of Phil



Docked in Philadelphia are the Express Marine, Inc. tugs (from left) *Russel B. Murray*, *Guardian* and

Rally for Justice



Seafarers join with approximately 200 other Maritime Port Council Affiliates (including UIW, IBU, UFCW and Teamsters) to show their support for members of Teamsters Local 429 in Reading, Pa. who have been on strike against a giant French-owned, multi-national corporation—Arkema—for more than two months. The union workers, whose contract expired in March, are demanding that Arkema live up to its corporate social responsibility and come back to the bargaining table to negotiate a fair agreement. Arkema has proposed reductions in health care, pension and overtime.



Lending their support in the rally are, from left, SIU members Andrew Austin, Tony Beasley and Charles Wright.



Mike Measley (left) is sworn in by SIU Patrolman Rob Wisler, who presents him with his union book.

Above: SIU Patrolman Rob Wisler takes care of business at the counter of the Philadelphia hall. With him are Recertified Bosun Tony Beasley (center) and his son, Felsher Beasley, who is taking an AB job.



Bosun Joe Colangelo (left) takes care of some papers for Port Agent Joe Mieluchowski, who came aboard *Resolve* when the Interocean vessel docked in D





Left: Recertified Bosun Tony Beasley works as a deckhand on the *Freedom* ferry. Here, he is taking tickets and escorting passengers onto the vessel. Above, Roger Taylor is the captain of the ferry, which runs from Philadelphia to Camden, N.J.

d Around e Port Philadelphia



ian and Active.



AB Charles James (left) and Bosun Marc Marcus are among the Seafarers working aboard the *USNS Gordon*.



the paperwork
e aboard the
in Delaware.



Left: Bosun Ricardo Legorreta and AB Jim Foley work aboard Liberty Maritime's *Cape Knox*, which recently docked in Philadelphia.

Left: AB Ryan Jones is a cook aboard Express Marine's tug *Guardian*.

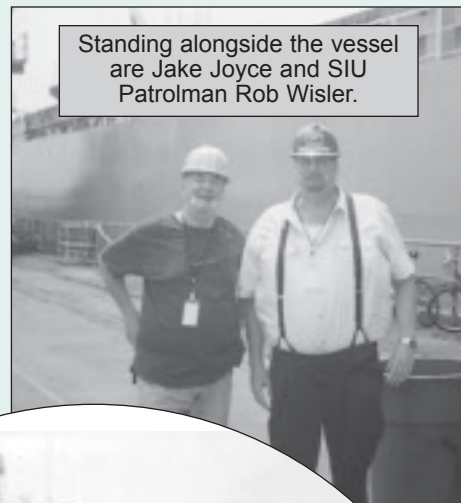
Right: SIU members count ballots aboard the *Guardian* in the vote to approve the new shipping agreements—which were ratified. Facing the camera are (from left) Capt. Riley Johnson, Mate Steve Jones and Mate Bradley Thomas.



Preparing the Maunalei for Service



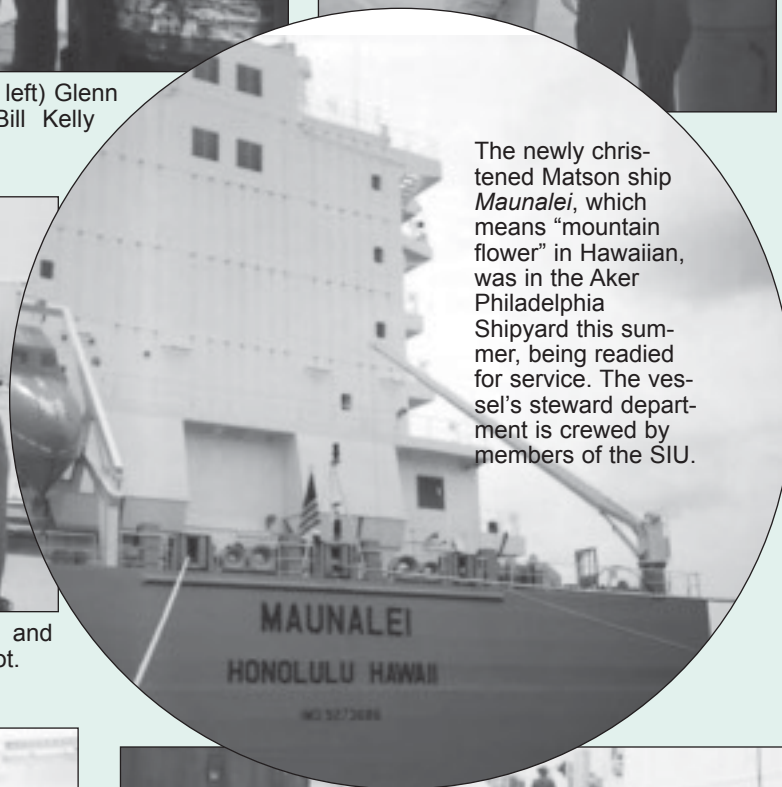
Aboard the *Maunalei* are (from left) Glenn Ambrosius, Andy Rescinito, Bill Kelly and SIU Patrolman Rob Wisler.



Standing alongside the vessel are Jake Joyce and SIU Patrolman Rob Wisler.



Port Agent Joe Mieluchowski and Jeff Beasley pose for a snapshot.



The newly christened Matson ship *Maunalei*, which means "mountain flower" in Hawaiian, was in the Aker Philadelphia Shipyard this summer, being readied for service. The vessel's steward department is crewed by members of the SIU.



Seafarers Jeff Beasley (left) and Carlo Beasley work aboard the *Maunalei*.



Nina McFall does her part getting the *Maunalei* ready for deployment in Matson's Hawaii-Guam-China service.



Aboard Pacific Gulf Marine's tug *Ocean Titan* are (from left) Chief Steward Jorge Bernardez and Cooks Obadi Kassem (who was getting off) and Nina McFall.



Sumner a Good Feeder – Really



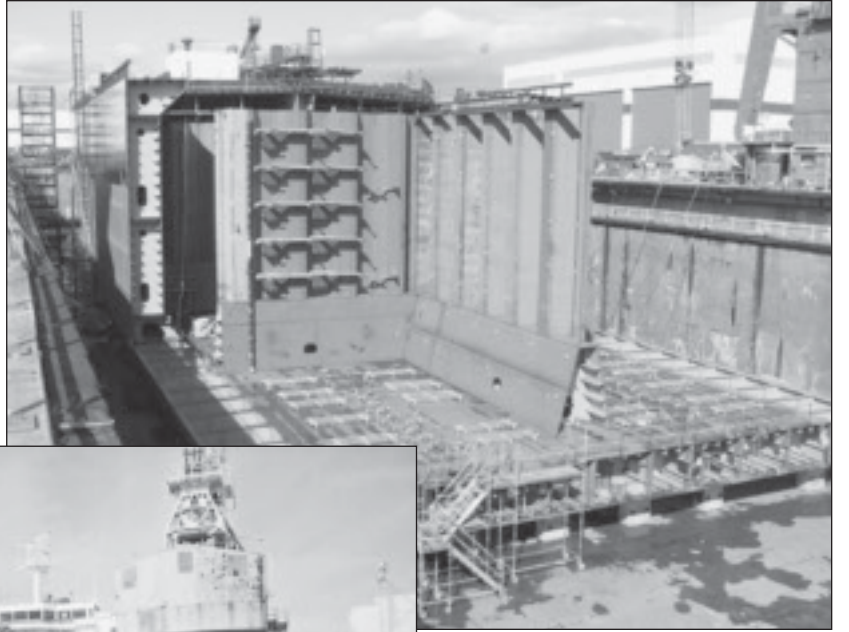
Mariners on the *USNS Sumner* showed their ability to follow orders—and their sense of humor—with this snapshot of Chief Steward Wanda Glinke ostensibly telling AB Leroy Williamson he can't have any food. Fred Smallwood, master of the *Horizon* vessel, said that during a recent voyage near China he needed to take on additional crew members to stay within STCW guidelines (in this case an extra third mate and two ABs). A communication from the operator good-naturedly mentioned that in addition to completing various mandatory paperwork for the additional mariners, the *Sumner* was advised, "Do forget to feed them." Of course, the company official meant "Don't forget." Since we've been known to print a typo or two of our own here at the LOG office, we're certainly not poking fun at the error, but simply sharing the photo and story.

Progress Continues on OSG Tankers

Continued from page 3

additional new U.S.-flag ships that also would sail in the Jones Act trades.

"We believe we can deliver," Johnston said at the MTD meetings. "We believe you can build the ships in the United States. We also believe you can crew and maintain the ships in the United States."



Above: Hull No. 6 (the *Overseas Long Beach*) has been skidded to its final position in the building dock.



Left: Aker Philadelphia Shipyard is building 10 U.S.-flag tankers for OSG, including the *Overseas Houston*.

Education: A Gift that Keeps on Giving Apply Now for a College Scholarship in 2007

It's the holiday season, and amid all the frenzy of selecting the perfect gifts for your friends and family, take the time to give yourself the chance to fulfill your dreams of a college education. Completing the coupon below is the first step toward realizing those dreams.

All Seafarers and their spouses and dependent children who plan to attend college are encouraged to send away for the 2007 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls.)

Eight monetary grants will be awarded by the Seafarers Health and Benefits Plan in 2007 to three SIU members and five dependents. One of the three scholarships reserved for SIU members is in the amount of \$20,000 and is intended to help cover the costs of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college.

Five scholarships are to be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Once the scholarship booklet has been received, applicants should check the eligibility information to make sure that certain conditions are met. After checking for eligibility, applicants

should start collecting other paperwork which must be submitted along with the full application by the April 15, 2007 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the request is made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2007 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

No one can be awarded a scholarship without filling out an application and mailing it to the Scholarship Program by April 15.

Happy holidays—and don't just wish for the gift that can affect the rest of your life—go for it today!

Gov't Services Ships Complete Unrep Exercise



Bosun's Mate Billy Bushey submitted these photos of an underway replenishment exercise involving two SIU Government Services Division vessels: the *USNS Mt. Baker* and the *USNS Lewis and Clark*. The sessions took place Nov. 6-8 at the Earle Naval Weapons Station in New Jersey. They were the first such drills for the *Lewis and Clark*, the first in a new series of ships being constructed in San Diego for the U.S. Military Sealift Command. The photos were taken from aboard the *Mt. Baker*.



Please send me the 2007 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number (____) _____

This application is for: Self Dependent

Mail this completed form to Scholarship Program, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

12/06



Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 2006

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	5	3	2	0	3	1	0	7	4	2
Anchorage	0	9	0	0	3	3	0	0	10	4
Baltimore	3	3	0	6	4	0	2	5	12	3
Fort Lauderdale	8	27	3	8	10	1	10	14	42	10
Guam	3	7	2	0	2	1	0	5	13	4
Honolulu	10	9	1	6	6	0	3	13	13	1
Houston	42	37	19	28	22	7	24	76	50	28
Jacksonville	25	16	10	19	9	5	9	52	37	17
Joliet	1	1	0	0	1	0	0	1	2	0
Mobile	14	10	0	6	4	0	2	24	21	3
New Orleans	15	12	4	5	17	3	5	35	10	5
New York	34	28	9	28	17	2	9	78	46	14
Norfolk	15	16	7	16	20	4	10	23	20	10
Oakland	21	14	3	13	8	3	5	35	21	7
Philadelphia	5	6	1	5	2	1	2	8	7	1
Piney Point	4	6	2	3	13	1	0	2	9	1
Puerto Rico	10	8	3	4	4	0	4	15	18	4
St. Louis	0	4	1	1	4	0	3	2	7	1
Tacoma	35	34	6	29	27	6	20	63	52	17
Wilmington	28	21	6	20	9	2	9	54	37	12
Totals	278	271	79	197	185	40	117	512	431	144
ENGINE DEPARTMENT										
Algonac	0	2	0	1	1	1	0	0	2	0
Anchorage	0	0	1	0	1	0	0	0	0	1
Baltimore	6	4	1	3	4	3	1	7	4	0
Fort Lauderdale	4	6	8	0	2	1	1	8	12	8
Guam	1	3	1	0	3	1	0	1	6	1
Honolulu	7	5	2	7	2	3	1	13	7	3
Houston	28	22	5	9	8	5	5	33	22	6
Jacksonville	19	17	6	16	11	1	7	29	40	8
Joliet	0	2	0	0	1	0	0	0	2	0
Mobile	3	6	0	3	6	0	1	9	10	1
New Orleans	11	8	3	6	5	1	3	12	9	2
New York	19	17	3	11	5	2	4	34	22	7
Norfolk	8	10	6	5	9	4	5	14	20	6
Oakland	9	4	2	9	2	1	6	13	12	3
Philadelphia	2	4	2	1	1	1	1	2	5	1
Piney Point	1	5	0	2	4	0	0	3	2	0
Puerto Rico	3	4	2	2	2	2	1	4	5	1
St. Louis	1	3	3	1	2	1	0	2	4	2
Tacoma	15	16	2	10	8	3	7	25	34	2
Wilmington	13	11	8	12	5	2	4	20	18	15
Totals	150	149	55	98	82	32	47	229	236	67
STEWARD DEPARTMENT										
Algonac	2	1	0	1	1	0	0	2	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	3	0	0	1	5	1	0
Fort Lauderdale	6	7	0	8	3	0	1	6	13	1
Guam	3	3	0	2	2	0	0	4	3	0
Honolulu	13	7	0	6	5	1	5	18	12	0
Houston	23	9	1	14	4	2	5	42	12	3
Jacksonville	10	12	1	12	5	0	4	25	16	2
Joliet	0	0	0	0	0	0	0	0	0	2
Mobile	5	5	0	0	0	0	1	7	9	1
New Orleans	4	4	0	4	2	1	2	5	5	0
New York	26	6	3	13	3	2	6	45	13	6
Norfolk	11	14	7	6	10	2	3	15	23	7
Oakland	20	5	2	12	1	1	6	34	7	1
Philadelphia	1	1	1	0	2	0	0	4	0	1
Piney Point	4	1	0	2	1	1	0	5	2	0
Puerto Rico	1	3	0	0	1	0	2	2	4	1
St. Louis	1	1	1	1	0	0	0	5	1	1
Tacoma	15	9	4	9	3	1	6	29	17	5
Wilmington	20	6	5	18	3	2	7	38	13	8
Totals	167	95	25	111	46	13	49	291	151	39
ENTRY DEPARTMENT										
Algonac	0	2	7	0	0	1	0	0	5	13
Anchorage	0	4	0	0	0	0	0	0	5	3
Baltimore	1	7	1	1	3	0	0	0	7	3
Fort Lauderdale	0	10	5	0	7	5	0	0	13	12
Guam	0	2	0	0	1	0	0	0	4	0
Honolulu	3	8	12	1	4	3	0	5	10	17
Houston	8	21	12	3	14	7	0	8	40	27
Jacksonville	2	11	12	2	10	3	0	3	31	23
Joliet	0	1	3	0	0	1	0	0	1	2
Mobile	3	4	2	0	1	1	0	3	10	4
New Orleans	3	4	4	0	3	2	0	4	6	9
New York	7	36	19	3	21	5	0	10	72	39
Norfolk	0	16	19	0	10	3	0	0	21	36
Oakland	8	19	13	3	6	10	0	12	31	18
Philadelphia	0	2	2	0	1	1	0	0	2	1
Piney Point	0	3	22	0	10	17	0	0	9	11
Puerto Rico	1	1	0	0	0	0	0	1	1	0
St. Louis	0	0	0	0	0	0	0	0	0	1
Tacoma	3	12	13	1	9	5	0	8	26	27
Wilmington	1	9	11	1	6	5	0	1	13	19
Totals	40	172	157	15	106	69	0	55	307	265
Totals All Departments	635	687	316	421	419	154	167	1,087	1,125	515

**"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.

January & February 2007 Membership Meetings

Piney Point	Monday: January 8, February 5
Algonac	Friday: January 12, February 9
Baltimore	Thursday: January 11, February 8
Boston	Friday: January 12, February 9
Guam	Thursday: January 25, February 22
Honolulu	Friday: January 19, February 16
Houston	Tuesday: January 16*
	Monday: February 12
	(*change created by Martin Luther King Jr. holiday)
Jacksonville	Thursday: January 11, February 9
Joliet	Thursday: January 18, February 15
Mobile	Wednesday: January 17, February 14
New Orleans	Tuesday: January 16, February 13
New York	Tuesday: January 9, February 6
Norfolk	Thursday: January 11, February 8
Philadelphia	Wednesday: January 10, February 7
Port Everglades	Thursday: January 18, February 15
San Francisco	Thursday: January 18, February 15
San Juan	Thursday: January 11, February 8
St. Louis	Friday: January 19, February 16
Tacoma	Friday: January 26, February 23
Wilmington	Monday: January 22
	Tuesday: February 20*
	(*change created by Presidents' Day holiday)

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

Personals

CELSO CASTRO

Please contact Melanie Williams at (817) 444-3964. She hasn't heard from you since Hurricane Katrina.

JOHN ROBINSON AND WALTER RIGBY

Please contact Ed Rihn at (985) 839-3801. He has not been able to locate you since Hurricane Katrina.

SHIPMATES FROM THE SS PRODUCER

John Merriam is looking for shipmates from the SS Producer during the voyage to Iran (Dec. 22-March 31, 1972). You may contact him at Westwall Building, Suite 110, Fishermen's Terminal, 4005 20th Avenue West, Seattle, WA 98199; telephone (206) 729-5252





Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski, *Vice President Lakes and Inland Waters*

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram, *Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

OCTOBER 16 — NOVEMBER 15, 2006

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	7	2	1	2	2	0	1	11	3	2
Houston	9	0	4	16	1	4	8	20	4	2
Jacksonville	6	0	0	7	0	0	1	2	0	1
New Orleans	1	0	0	0	0	0	1	16	4	2
New York	13	13	0	9	2	0	8	37	32	0
Norfolk	0	1	0	0	1	0	0	0	0	0
Tacoma	0	0	0	1	0	0	0	2	0	0
Wilmington	3	1	0	3	1	0	2	1	0	1
Totals	39	17	5	38	7	4	21	89	43	8
ENGINE DEPARTMENT										
Boston	2	1	0	3	0	0	0	6	1	0
Houston	1	3	1	5	5	1	4	12	2	0
Jacksonville	30	1	3	0	1	0	2	0	0	
New Orleans	1	0	0	0	0	0	0	6	1	1
New York	6	4	0	2	2	0	3	14	5	0
Norfolk	0	0	1	0	0	1	1	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	1	0	0	1	0	0	0	2	0	0
Totals	14	8	3	14	7	3	8	42	9	1
STEWARD DEPARTMENT										
Boston	1	0	0	2	0	0	0	5	4	1
Houston	4	1	0	6	2	0	1	14	1	0
Jacksonville	1	2	0	0	2	0	0	1	0	0
New Orleans	0	0	1	2	0	0	0	4	1	3
New York	6	9	0	5	5	0	0	22	26	0
Norfolk	0	1	0	0	1	0	1	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	1	2	4	0	2	4	3	1	1	0
Totals	13	15	5	15	12	4	5	47	33	4
Totals All Departments	66	40	13	67	26	11	34	178	85	13

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Charles D. Hayward Jr. of Everett, Wash.

The photo was taken at Cam Ranh Bay, Vietnam on New Year's Day 1966 aboard the SS *Australian Reef*. The vessel was a West Coast C-2 operated by Farrell Lines out of New York.

Hayward, who was a 33-year-old AB at the time, remembers that it was 108 degrees that day.

The ship had about 16,000 tons of ammunition on board and had to be constantly guarded. In this photo, Hayward, who was relieving the Marine Guards who had gone on a lunch break, poses for a snapshot.

Hayward, a full-blooded native Alaskan, sailed as a bosun/quartermaster. He misses the seafaring life and his 46 years of sailing with the SUP, NMU and SIU.



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

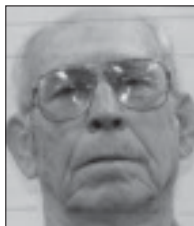
JULIUS KOTAN, 65, joined the SIU in 1965 in the port of New York. Brother Kotan initially sailed on CSX Lines' *Gateway* in the steward department. His most recent voyage was aboard the *OMI Wabash*. Brother Kotan makes his home in Pittsburgh, Pa.



ROBERT MARTIN, 55, became a Seafarer in 1974. Brother Martin's first voyage was on the *Jack-sonville*. He

was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Martin, who worked in the engine department, resides in Hazlet, N.J.

HARVEY McLUNG, 66, began sailing with the Seafarers in 1970. His first ship was the *Steel Executive*. Brother McClung upgraded his skills often at the SIU-affiliated school in Piney Point, Md. Prior to retiring, the deck department member sailed on the *Resolve*. Brother McClung calls Milton, Wash. home.



MICHAEL McKNIGHT, 62, embarked on his SIU career in 1966. Brother McKnight's first trip to sea was aboard an Isthmian Lines Inc. vessel. He was born in Florida and shipped as a member of the engine department. He makes his home in Tacoma, Wash.

AHMED MOHAMMED, 59, started shipping with the union in 1969 in the port of San Francisco. Brother Mohammed, who was born in Arabia, first worked aboard the *Longview Victory*. He sailed in the engine department. Brother Mohammed last worked on the *ITB Baltimore*. He lives in New York.

ANTHONY MORELLI, 65, joined the SIU ranks in 1981. Brother Morelli was a member of the steward department. He settled in Boca Raton, Fla.

GEORGE NOTTINGHAM, 73, was born in the Philippines. Brother Nottingham became a Seafarer in 1991 in the port of Norfolk, Va. The deck department member shipped on vessels operated by Interocean American Shipping, including the *Meteor* and *Cornhusker State*. Brother Nottingham upgraded his skills on two occasions at the union-affiliated school in Piney Point, Md. He makes his home in Virginia.

ISAAC WALKER, 65, began his SIU career in 1973 in the port of

New York. Brother Walker's first voyage was aboard the *Afoundria*. In 1980, the deck department member upgraded his skills at the Piney Point school. Brother Walker most recently sailed on the *Motivator*. He calls Brooklyn, N.Y. home.

JONATHAN WHITE, 58, launched his seafaring career in 1966 in New York. Brother White's first ship was the *El Faro*; his last was the *Overseas New Orleans*. He worked in the steward department. Brother White resides in his native state of Alabama.



INLAND

JOSEPH LUQUETTE, 64, began sailing with the SIU in 1968. Boatman Luquette worked mainly aboard vessels operated by Dixie Carriers. In 1980 and 1981, he upgraded his seafaring skills at the Paul Hall Center in Piney Point, Md. Boatman Luquette lives in Kaplan, La.



LINLEY McDONALD, 65, donned the SIU colors in 1970. Boatman McDonald shipped primarily on National Marine Services' vessels. He upgraded his skills at the Seafarers-affiliated school in Piney Point, Md. Boatman McDonald is a resident of Kennedy, Texas.



LEO McINTYRE, 62, joined the union in 1966 in the port of Philadelphia. Boatman McIntyre initially worked aboard an Interstate Oil Transport Company vessel. His most recent voyage was on a Mariner Towing vessel. Boatman McIntyre makes his home in Dagsboro, Del.



LIONEL PAUL, 66, started sailing with the SIU in 1990 from the port of Houston. Boatman Paul's first trip to sea was aboard the *Seabulk Tanker*. He attended upgrading courses at the Paul Hall Center in Piney Point, Md. in 1995. Boatman Paul's most recent voyage was on a Seabulk Tanker Inc. vessel. He settled in Port Arthur, Texas.



Welcome Ashore

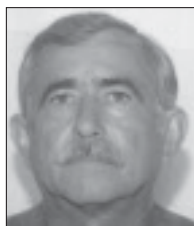
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.



DONALD QUINN, 62, began his seafaring career in 1978. Boatman Quinn first worked aboard a CG Willis

Inc. vessel. He upgraded his skills on two occasions at the union-affiliated school in Piney Point, Md. Boatman Quinn's most recent trip was on a Penn Maritime tug. He calls Warsaw, N.C. home.

JUAN REBOLLO, 62, joined the SIU in 1977. Boatman Rebollo sailed primarily aboard Crowley Towing and Transportation vessels. He now makes his home in Catano, P.R.



LUTHER SARVIS JR., 53, became an SIU member in 1969. Boatman Sarvis shipped primarily aboard G&H Towing vessels. He upgraded in 2000 at the union-affiliated school in Piney Point, Md.

Boatman Sarvis resides in LaMarque, Texas.

VINCENT THOMPSON, 62, started shipping with the union in 1980, initially aboard a Red Circle



Transport vessel. Boatman Thompson enhanced his skills on numerous occasions at the Piney Point school. Before retiring, he sailed aboard G&H Towing tugs. Boatman Thompson is a resident of Westwego, La.



THOMAS WESCOVICH, 59, joined the union in 1970. During his SIU career, Boatman Wescovich

worked primarily on Alabama Pilot Company vessels. He lives in Irvington, Ala.

CYRIL WILLIAMS, 63, embarked on his SIU career in 1982. Boatman Williams shipped primarily aboard



Allied Towing vessels. He upgraded his skills at the Piney Point school in 1997 and 2003. Boatman Williams calls Trenton, S.C. home.

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



FREDDIE BEECH JR., 57, joined the NMU in 1977 initially sailing from the port of New Orleans.

Brother Beech was born in Louisiana. His first ship was the *Frederick Lykes*. Brother Beech shipped in the steward department. Prior to retiring, he worked on the *Marjorie Lykes*.

EARL RAMSEY, 68, became an NMU member in 1962 in Corpus Christi, Texas. Brother Ramsey's first voyage was aboard the *Trans Gulf*. The Jamaica-born mariner sailed in both the steward and deck departments.



Reprinted from past issues of the Seafarers LOG.

1950

The SIU Atlantic and Gulf District became the first seamen's union to negotiate a company-financed Welfare Plan for its members. This was established in an agreement signed with nine contracted steamship companies on December 28. Although the companies will make all the contributions to the welfare fund, the agreement provides for joint administration by a committee representing the union and the steamship companies. Under the terms of the contract each company will contribute into a common fund, the sum of 25 cents per day for each man employed aboard its vessels.

1960

Six of the 14 crew members of the wrecked Liberian freighter *Francisco Morazan* have been detained by the U.S. Immigration Service as "undesirable aliens." The detention came after their vessel was blown on the rocks in Lake Michigan by an early winter storm. The six men were then placed in the custody of the ship's New York agent for transportation to New York, from where they will leave the country.

The incident tends to substantiate contentions by the SIU and other U.S. maritime unions that the so-called "effective control" policy is a sham. The SIU has pointed out that run-away-flag crew members, unlike seamen on American-flag ships, do not undergo any

screening. Many of them, in fact, are recruited in areas which have strong local Communist groups on the waterfront and in the local labor movements. Under the circumstances, the union has pointed out, the United States could not count on the reliability of such crews in the event of a national emergency.

1970

Rep. Gerald R. Ford (R-Mich.) said he wants more than just a minimum of America's foreign trade cargoes carried in her ships. At a luncheon sponsored by the AFL-CIO Maritime Trades Department (with which the SIU is affiliated), the House minority leader said it is bad for this nation to be so dependent on foreign-flag ships for its import and export trade.

Ford said, "If American-flag ships are not built to transport a reasonable percentage of our expanding foreign trade, we will be totally dependent upon foreign shipping interests to move those goods. We cannot afford that dependence."

1980

Frank Drozak has been overwhelmingly elected president of the SIU Atlantic, Gulf, Lakes and Inland Waters District in a secret mail ballot as provided for under the SIU constitution. The ballots were counted by the official union tallying committee, made up of 18 rank-and-file members. The committee consisted of two members from each of the SIU's nine constitutional ports. They were elected by their brother members at special meetings in the nine constitutional ports on Dec. 29, 1980.

THIS MONTH IN SIU HISTORY



Final Departures

DEEP SEA

MARTIN BALAGTAS



Pensioner Martin Balagtas, 85, passed away Sept. 12. Brother Balagtas embarked on his SIU career in 1973. He initially sailed on CSX Lines' *St. Louis*. Brother Balagtas was born in the Philippines. The engine department member retired in 1992 and last worked aboard the *Liberty Sun*. Brother Balagtas made his home in San Francisco.

JOSEPH BARTLETT



Pensioner Joseph Bartlett, 84, died May 10. Brother Bartlett joined the union in 1942 in the port of Baltimore. He first worked aboard an

Emerson Steamship Company vessel. Brother Bartlett was a native of Maryland. He began his retirement in 1989 and lived in Fairfield, Calif.

JOSEPH BENNETT JR.



Pensioner Joseph Bennett Jr., 78, passed away July 16. Brother Bennett was born in Coy, Ala. He became an SIU member in 1966, initially

working aboard a Wall Street Traders Inc. vessel. Brother Bennett was a member of the steward department. His last voyage was aboard the *Star of Texas*. Brother Bennett went on pension in 1992. He was a resident of Houston.

JOSEPH DeJESSA



Pensioner Joseph DeJessa, 80, died June 26. Brother DeJessa started his seafaring career in 1948 in the port of New York. The deck department member's first ship was the

Ocean Lotta. Brother DeJessa was born in Lyndhurst, N.J. Brother DeJessa became a pensioner in 1989. He called Brick, N.J. home. Brother DeJessa is survived by his two sons, Joseph and Robert DeJessa, and six grandchildren.

JOSE GOMEZ



Pensioner Jose Gomez, 90, passed away July 13. Brother Gomez donned the SIU colors in 1945 in the port of Philadelphia. He first worked

in the deck department on board the *Steel Worker*. Brother Gomez, who was born in the Virgin Islands, last sailed aboard the *Voyager*. He began receiving compensation for his retirement in 1984. Brother Gomez resided in New York.

JAMES HENRY

Brother James Henry, 61, died June 30. He joined the SIU in 1987.



Brother Henry first shipped on the *USNS Wyman* in the deck department. He was born in Sulphur Springs, Texas. Brother Henry most recently

sailed aboard the *John A. Chapman*. He made his home in Kansas City, Kan.

MICHAEL LANGENBACH



Brother Michael Langenbach, 47, passed away June 6. He became a Seafarer in 1978 in Piney Point, Md. Brother

Langenbach first worked on the *USNS Potomac*. The engine department member last sailed aboard the *Dewayne T. Williams*. He lived in his native state of Alabama.

JAMES LONG



Pensioner James Long, 84, died May 19. Brother Long began shipping with the Seafarers in 1951 aboard an Ore Navigation vessel. The

deck department member was born in Frostburg, Md. He last sailed on the *Pioneer*. Brother Long, who lived in Ocala, Fla., went on pension in 1983.

ALVERNA McCOLGAN



Pensioner Alverna McColgan, 81, died Aug. 25. Sister McColgan joined the Marine Cooks & Stewards (MC&S) in

1959 in the port of San Francisco. She worked primarily on the *President Wilson* during her seafaring career. Sister McColgan was born in Alabama but called Santa Rosa, Calif. home.

ANGELO MEGLIO



Pensioner Angelo Meglio, 87, passed away March 22. Born in New York, Brother Meglio commenced his SIU career in 1940. His earliest trip

to sea was aboard the *Steel Advocate*. Brother Meglio last sailed in the engine department of a Michigan Tankers vessel. He retired in 1980 and lived in Staten Island, N.Y.

LINDSEY RHODES



Pensioner Lindsey Rhodes, 64, passed away May 16. Brother Rhodes became an SIU member in 1959 in the port of Norfolk, Va.

The Virginia-born mariner first sailed aboard the *Seafair*. Brother Rhodes' last voyage was on the *Stonewall Jackson*. He was a resident of his native state.

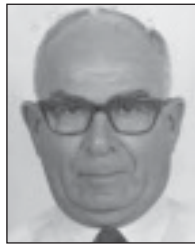
NELSON SMITH



Brother Nelson Smith, 23, died April 15. The Alabama native embarked on his SIU career in 2005 in Piney Point, Md. Brother Smith's first

ship was the *USNS Altair*; his last was the *Samuel Cobb*. He lived in Mobile, Ala.

ROY STERN



Pensioner Roy Stern, 93, passed away April 5. Brother Stern joined the union in 1948 in the port of New York. His first voyage

was aboard the *Steel Traveler*. Brother Stern sailed in the deck department. Prior to retiring in 1978, he worked on the *G. Walton*. Brother Stern made his home in New York.

GEORGE WILLIAMS



Pensioner George Williams, 59, died April 4. Brother Williams began his seafaring career in 1967 in the port of New York. His

first trip to sea was aboard the *Chatham*. Brother Williams, who was born in San Juan, P.R., worked in the engine department. The last ship on which he worked was the *San Juan*. Brother Williams made his home in Puerto Rico.

INLAND

DENNIS BRUCE



Boatman Dennis Bruce, 43, passed away May 23. He joined the SIU in 1993 in the port of New Orleans. Boatman Bruce sailed primarily

in the steward department aboard Delta Queen Steamship vessels. He was born in Louisiana but called Alabama home.

ROBERT HARDIN



Pensioner Robert Hardin, 49, died May 22. Boatman Hardin started sailing with the Seafarers in 1986. The engine department member

shipped primarily aboard G&H Towing Company vessels. Boatman Hardin lived in his native state of Texas.

TANGUMA IGNACIO



Boatman Tanguma Ignacio, 23, died April 6. He became a union member in 2005. Boatman Ignacio was born in Galveston,

Texas. He worked in the engine department on board G&H Towing vessels. Boatman Ignacio made Corpus Christi, Texas his home.

ROBERT HALL

Boatman Robert Hall, 54, passed away April 16. Born in Virginia, Boatman Hall joined the SIU in the port of Norfolk in 1970. He first shipped aboard a Michigan Tankers vessel as a member of the deck department. Most recently, he worked on a Penn Maritime vessel. Boatman Hall lived in Virginia.

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

WILLIE CRUMPTON



Pensioner Willie Crumpton, 77, passed away March 3. Brother Crumpton became an NMU member in 1945, sailing

from the port of Mobile, Ala. His first trip to sea was on the *Woodlake*. Brother Crumpton, who worked in the steward department, was a native of Alabama. His last voyage was aboard the *United States*.

HENRY EBANKS



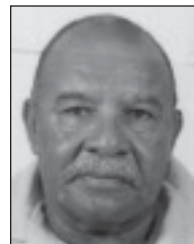
Pensioner Henry Ebanks, 84, died March 15. Brother Ebanks was born in the Grand Cayman Islands. He joined the union in 1943

in the port of Seattle. Brother Ebanks' earliest voyage was on the *Flying Scud*. His last ship was the *Green Forest*.

JOHN GLEICH

Pensioner John Gleich, 81, passed away March 4. Brother Gleich began sailing with the NMU in 1943 in the port of Philadelphia. He first shipped on the *Mormac Moon* in the steward department. Brother Gleich was born in Chicago, Ill. His last vessel was the *Tillie Lykes*.

MOISES JACKSON



Pensioner Moises Jackson, 69, died March 20. Brother Jackson first donned the NMU colors in 1963. He was born in Honduras and

worked in the steward department. Brother Jackson's first ship was the *Amtank*; his last voyage was on the *Marine Floridian*.

DONALD OWEN



Pensioner Donald Owen, 84, passed away Feb. 28. Brother Owen started his NMU career in 1947 in Corpus Christi, Texas. The steward

department member's first ship was the *Sinclair*. Brother Owen, who was born in Texas, most recently sailed on the *Gulf Queen*.

FRANCISCO RUIZ

Pensioner Francisco Ruiz, 87, died Feb. 1. Brother Ruiz joined the NMU ranks in 1946 in the port of



New York. He was born in Puerto Rico and sailed in the steward department. His last voyage was aboard the *United States*.

HUBERT SNEAD



Pensioner Hubert Snead, 80, passed away Feb. 28. Brother Snead embarked on his seafaring career in 1945 in the port of Norfolk, Va. He

first shipped on board the *William N. Page* in the steward department. Brother Snead was born in Virginia. His last trip to sea was aboard the *Executor*.

GONZALO SOTO



Pensioner Gonzalo Soto, 76, died Feb. 1. Brother Soto became an NMU member in 1968 in the port of New York. Born in Puerto Rico, he

first sailed on the *Exporter*. Brother Soto last worked aboard the *Green Harbor*.

LARRY TAYLOR



Pensioner Larry Taylor, 68, passed away Feb. 11. Brother Taylor, who was born in Griffin, Ga., launched his NMU career in 1971 in the port

of Philadelphia. His first voyage was on the *Mormacisle*.

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
Ahmed, Mohamed	79	July 8
Arthur, Norman	97	Sept. 13
Corbin, Clyde	79	Sept. 16
Deethardt, Eugene	85	Aug. 31
Fernandez, Juan	88	June 16
Gallen, John	78	Aug. 21
Hanson, Richard	82	Sept. 14
Hutchinson, John	83	Sept. 20
Jacobson, John	78	July 30
Jones, Herman	71	July 19
Lorman, Donald	71	July 6
Manchester, Fred	72	Sept. 3
Minor, Harold	83	May 24
O'Connor, John	80	Aug. 14
Ortiz, Rafael	84	July 4
Pioche, Agnan	90	Aug. 10
Renfro, David	72	Sept. 20
Smedley, Jerome	67	Aug. 7
Stanley, Robert	76	June 1
Watkins, Laurence	87	Sept. 23

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.

ALASKAN FRONTIER (Alaska Tanker), Sept. 24—Chairman **Carlos Loureiro**, Secretary **Gregory S. Lynch**, Educational Director **Sylvester Crawford**. Chairman highlighted details of new contract and informed crew that next trip would be to Long Beach, Calif. He mentioned there would be long hours ahead. "Just take your time and don't rush to get finished," he added, in stressing the need for safety at all times. Secretary thanked everyone for coming to mess halls and lounge in appropriate attire. Educational director urged seafarers to take advantage of the upgrading opportunities available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. He asked everyone to check document expiration dates and renew early. No beefs or disputed OT reported. Treasurer stated about \$9,000 in ship's fund and that permission is needed from captain before making a purchase for the vessel. New X-box was purchased and crew members voted on getting satellite radio. Thanks given to steward department for great meals.

CHEMICAL TRADER (Intrepid), Sept. 31—Chairman **Raymond A. Tate**, Secretary **Josue L. Iglesia**, Educational Director **Troy D. Banks**, Deck Delegate **Francis Johnson**, Engine Delegate **Richard Stiverson**, Steward Delegate **Manes Sainvil**. Bosun notified crew members of 2 percent pay raise in first year, retroactive to July 1. Educational director encouraged mariners to enhance skills at Seafarers-affiliated school. No beefs or disputed OT reported. Crew expressed gratitude to steward department for good meals.

GREEN COVE (LMS Ship Management), Sept. 16—Chairman **George Buisson**, Secretary **Farala F. George**, Educational Director **Jeremy M. Vaughan**, Deck Delegate **Mark Kiblis**, Engine Delegate **John C. Ropp**, Steward Delegate **Marie Mitchell**. Chairman led discussion on benefit plans and seetime requirements. He asked all members to keep dues paid up. Secretary thanked steward department for good leadership skills. No beefs or disputed OT reported. Request made for TVs in all rooms.

ITB PHILADELPHIA (U.S.S. Transport), Sept. 30—Chairman **Michael A. Eaton**, Secretary **Dana A. Paradise**, Educational Director **Willie J. Franks**, Deck Delegate **Errick Nobles**, Engine Delegate **Daryl D. Thomas**, Steward Delegate **Farid Zaharan**. Chairman announced Oct. 2 payoff upon arrival in Port Everglades, Fla. and urged members to contribute to SPAD. Letter sent to contracts department regarding relief time and Family and Medical Leave. Secretary asked crew to see him if any forms are needed. No beefs or disputed OT reported. Request made to have patrolman come aboard to discuss shipping rules and procedures. Next ports: Port Everglades; New Orleans.

ACHIEVER (Maersk Line Limited), Oct. 12—Chairman **Robert B. Lindsay**, Secretary **Richard J. Gray**, Educational Director **Michael S. Kirby**, Deck Delegate **Walter Kuchtey**, Steward Delegate **Darryl D. Jackson**. Chairman talked about security issues with stand-bys in Houston and Norfolk. Educational director encouraged all members to inform leadership of request for additional courses at Paul Hall Center. He also urged them to tell patrolman about any problems they are having. No beefs or disputed OT reported. Request made for new desk chairs and lounge chairs. Crew members discussed pension benefits and made some recommendations. Steward department was thanked for great job keeping ship clean. Next port: Houston.

COAST RANGE (Crowley Liner Services), Oct. 1—Chairman **Marvin P. Zimbro**, Secretary **Tran Nee**, Educational Director **Wilfredo V. Martinez**, Deck Delegate **Donnie W. Collins**, Engine Delegate **Justin E. Valencia**, Steward Delegate **Bernard J. Butts**. Bosun led discussion about new contract. Secretary reminded Seafarers to make sure rooms are clean and supplied with fresh linen before departing vessel. Educational director advised mariners to upgrade seafaring skills at Piney Point school and contribute to SPAD. Treasurer stated \$3,200 in ship's fund. No beefs or disputed OT reported. Crew requested new furniture in crew lounge. Steward department given vote of thanks for job well done. Next port: Tampa, Fla.

EL MORRO (Interocean American Shipping), Oct. 1—Chairman **Robert T. Grubbs**, Secretary **Johnnie B. McGill**, Educational Director **Fredrick W. Dougherty**, Deck Delegate **Michael M. Sutton**, Engine Delegate **Michael A. Watkins**, Steward Delegate **Nelson F. Morales**. Chairman discussed recent contract changes. Secretary and educational director talked about importance of upgrading skills to improve job security. No beefs or disputed OT reported. Suggestions were made to lower seetime requirements for pension benefits and increase pension amount. Members were advised to stay abreast of their rights and keep a copy of the contract available.

GLOBAL SENTINEL (Transoceanic Cable Ship), Oct. 24—Chairman **David L. Parks**, Secretary **Shawn R. Fujiwara**, Educational Director **William R. Kelley**, Deck Delegate **Leroy Reed**, Engine Delegate **Johnny W. Carson**, Steward Delegate **Robert J. Haggerty**. Chairman stated washers and dryers had been repaired, thanks to chief electrician. He also discussed upcoming projects: crew will be given dates as they become available. Crew members must have a Marshall Islands document to work on cables; company will reim-

burse for the first one, after that members have to pay for renewal fees. Secretary reported no duty-free sales from slopchest while in port. Educational director encouraged members to keep documents current and renew early, up to one year in advance. Treasurer noted \$3,500 in general fund and reminded crew that some funds must remain to repay for items when crewing up. No beefs or disputed OT reported. Communication from headquarters regarding changes to medical benefit requirements was read and posted. Clarification requested concerning sanitation rules for three-person steward department. New TV has been ordered; waiting for delivery. All aboard were asked to use caution when using new remote as it is liable to change dish settings.

HORIZON ENTERPRISE (Horizon Lines), Oct. 13—Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Michael J. Wells**, Steward Delegate **Soriano S. Grande**. Bosun talked about pension plan and upcoming pay raise. Secretary reminded departing mariners to clean rooms for relief person. Educational director advised all crew members to renew documents at least six months before they expire and to upgrade at SIU-affiliated school in Piney Point, Md. to stay abreast of current regulations in the maritime industry. No beefs or disputed OT reported. Suggestion made to offer more electrician classes at Piney Point school. Crew thanked steward department for great barbecue on the way to Guam. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam; Hong Kong; Taiwan.

HORIZON HAWAII (Horizon Lines), Oct. 15—Chairman **Thomas W. Grosskurth**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Isaac Vega**, Engine Delegate **Keithley L. Andrew**, Steward Delegate **Jorge R. Salazar**. Chairman announced payoff Oct. 20 in Jacksonville, Fla. Educational director urged mariners to attend courses at maritime training center in Piney Point, Md. and make sure to renew necessary shipping documents before they expire. Captain is maintaining stewardship of joint funds and will give a report of totals at next crew meeting. These funds are raised for the mutual benefit and quality of life aboard the ship (e.g., satellite TV). No beefs or disputed OT reported. Bosun thanked crew for job well done. Next ports: Jacksonville; San Juan, P.R.; Port Elizabeth, N.J.

HORIZON TACOMA (Horizon Lines), Oct. 22—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Michael Sorenson**, Steward Delegate **Lorenzo N. DeLeon**. Chairman announced Oct. 24 payoff to take place upon arrival in Tacoma, Wash. He urged crew members to keep dues paid and support SPAD. He also thanked everyone for helping keep ship clean. Educational director encouraged Seafarers to take advantage of training offered at Piney Point; it's never too late to learn something new. No beefs or disputed OT reported. Chairman read and discussed president's report from September *Seafarers LOG*. Steward department was thanked for their hard work.

HORIZON TRADER (Horizon Lines), Oct. 22—Chairman **Amante V. Gumiran**, Secretary **Kevin M. Dougherty**, Educational

Director **Mario G. Paquiaz**, Deck Delegate **F. Saleh**, Engine Delegate **Mohamed M. Abdulla**, Steward Delegate **R. Fiel**. Chairman announced Oct. 28 payoff prior to arrival in Tacoma, Wash. U.S. Coast Guard fire and lifeboat drills will take place in the ports of Oakland and Los Angeles, Calif. this trip. Secretary reported retroactive pay raise from July 1 will be paid to crew members aboard vessel after Tacoma; those not still aboard will have checks mailed to their homes. Treasurer stated \$626 in crew fund and thanked everyone for their donations. It was suggested that the money be used for a satellite TV

and upgrading gym equipment. No beefs or disputed OT reported. Recommendations made regarding pension benefits.

OVERSEAS MARILYN (OSG Ship Management), Oct. 1—Chairman **Weldon J. Hebllich**, Secretary **Joseph Jones**, Deck Delegate **Bernard Wilson Jr.**. Secretary thanked everyone for helping keep mess hall clean. Educational director encouraged mariners to check into upgrading opportunities available at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Request made for new furniture for crew lounge. Steward

All's Well on the Sealand Achiever



Everything is running smoothly in the galley of the SIU-crewed *Sealand Achiever*, according to members (from left) Chief Cook Darryl Jackson, Chief Steward Rich Gray and SA Chris Coston.

system. No beefs or disputed OT reported. October 2006 president's report was read and President Sacco's message about President Bush's support for the Jones Act was very well received. All agreed that it is great that our union's leadership has been able to gain this kind of support at the highest level of our government. Request was made for union to continue to work on ways to improve pension benefits and, perhaps, to lower seetime requirements for retirement. Vote of thanks given to steward department for great food and keeping clean ship. Crew members were asked to bring unused plates back to the galley. Next ports: Tacoma; Oakland; Los Angeles; Honolulu.

MAERSK GEORGIA (Maersk Line Limited), Oct. 20—Chairman **Carlton P. Hall**, Secretary **Mohamed B. Kamer**, Deck Delegate **Osman B. Raji**, Engine Delegate **John E. Conn**. Bosun thanked all departments for safe trip. Secretary requested travel pay for getting off in New York. He asked for clarification on wages paid for sanitation. No beefs or disputed OT reported. Educational director stressed importance of upgrading skills at Paul Hall Center.

MAERSK VIRGINIA (Maersk Line Limited), Oct. 8—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Donald M. Christian**, Deck Delegate **Damon Lobel**, Engine Delegate **Sjamsidar Madjidji**. Chairman announced Oct. 14 payoff in Newark, N.J. He reported good crew, safe voyage and great job by all. Secretary thanked fellow crew members for help keeping ship clean and safe. Treasurer stated balance of \$4,597 in ship's fund after voting to donate \$500 to USS

department given vote of thanks for job well done.

SEABULK CHALLENGER (Seabulk International), Oct. 24—Chairman **Kenneth A. Abrahamson**, Secretary **Jennifer K. Jim**, Educational Director **Randolph E. Scott**, Deck Delegate **William J. Tanksley**, Engine Delegate **Rudolph K. Miller**, Steward Delegate **H. Brian**. Bosun announced Oct. 24 payoff in Barber's Point, Hawaii. Educational director urged crew to upgrade seafaring skills at SIU-affiliated school in Piney Point, Md. whenever possible. No beefs or disputed OT reported. Members discussed SIU contracts with Seabulk. Bosun to order new latches for crew linen locker. Request was made for port agent to contact company about getting e-mail for crew. Next ports: Barber's Point; Honolulu; El Segundo, Calif.

SULPHUR ENTERPRISE (LMS Ship Management), Oct. 15—Chairman **Grant A. Shipley**, Secretary **Darryl K. Goggins**, Educational Director **Dale D. Nesfield**, Deck Delegate **Tibby L. Clotter**, Steward Delegate **John A. Stephen**. Chairman updated crew members on vessel delay. Secretary asked mariners leaving ship to leave room clean and supplied with fresh linen. Educational director urged crew to take advantage of upgrading opportunities at Piney Point school. No beefs or disputed OT reported. Steward department was thanked for job well done. Suggestions made regarding medical and dental benefits as well as contract. Crew members expressed gratitude to company and officers aboard *Sulphur Enterprise* for giving everyone cable TV in each room. Next port: Tampa, Fla.



Snapshots from Ship and Shore



Chief Carpenter Dennis Remetio submitted two photos (top left and bottom left) from a recent voyage on NCL America's *Pride of Aloha* along with two other pictures from the ceremonial opening of the new SIU hall in Oakland, Calif. In top left photo, Remetio (far right) is joined by (from left) Assistant Carpenters Mike Tadlip, Rommel Crespo and Aaron Mitchell and 1st Carpenter Carlos Velasquez Jr. Pictured below left are (from left) Mitchell, Velasquez and Remetio. Above right, Remetio poses with SIU VP West Coast Nick Marrone and (below right) with SIU Honolulu Port Agent Neil Dietz at the hall. In a note to the LOG, Remetio encouraged fellow Seafarers to "pick up the cruise ship jobs so that we continue meeting our obligations in this important part of the U.S.-flag industry. Regards to all brothers and sisters in the SIU and may God bless you all."



THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

Polo Shirt

ITEM #SIU-06/08. MENS/LADIES SATIN STITCH, 100% INTERLOCK POLO SHIRT IN SLATE/BLACK WITH SEAFARERS LOGO EMBROIDERY



Fenway Jacket

ITEM #SIU-05. NAVY/STONE FENWAY JACKET. POLY/COTTON SHIRT WITH NYLON LINING, ELASTIC CUFFS AND COLLAR. SEAFARERS LOGO EMBROIDERED POCKET SIZE ON FRONT.



Clipper Watch

ITEM #SIU-18. SILVER CARABINER-STYLE CLIP WATCH WITH SEAFARERS LOGO PRINTED ON WHITE DIAL

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE

WWW.SEAFARERS.ORG

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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



SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for December through February 2007. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 22	February 16
Lifeboatman/Water Survival	January 8	January 19

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Dec. 11.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	January 29	February 23
FOWT	February 26	March 23

Junior Engineer	January 8	March 2
QMED Machinist	January 8	January 26
Welding	January 15	February 2

Inland Upgrading Courses

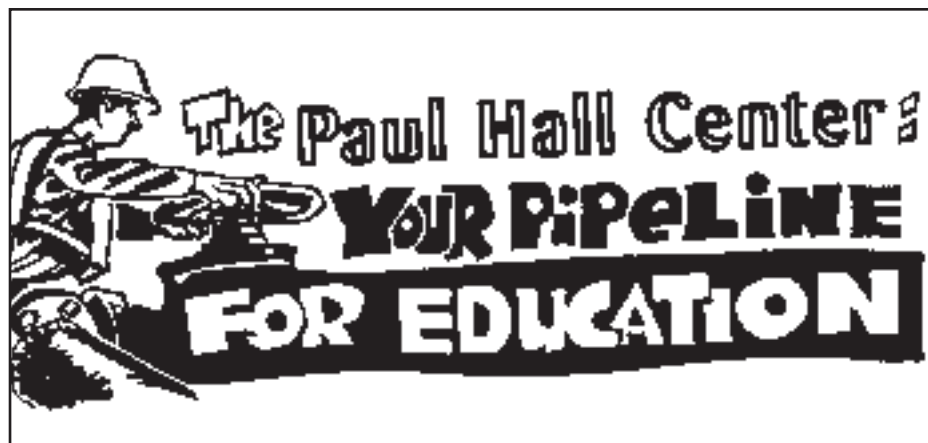
Course	Start Date	Date of Completion
Inland Radar (<i>non STCW</i>)	January 8	January 12

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	January 15	February 26
Advanced Fire Fighting (<i>one week</i>)	December 4	December 8
Basic Safety Training	December 4	December 8
Medical Care Provider	January 29	February 2

Academic Department Courses

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



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundberg 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.

12/06



Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 679 — Graduating from the water survival course are unlicensed apprentices from class 679. They include (front row, from left) Zorah Rodgers, Gregory Barrera, Marco Bolanos, Stefra Strauser, Wilbert Martinez, Ivette Flecha-Perez, (second row) Christopher Olsen, Raymond Maldonado, Patrick Lefevre, Tyler Ciranni, Scott Thompson, Kenneth Bogins II, Monica Sanchez-Quinones, (third row) Benjamin Grace, Gerret Jarman, Jason Lamadieu, Philip Gallagher, Christopher Strick, Bryan Hayden, Mark Randall, Benjamin Giles, Keith Parsons and Tom Loughead.



AB — Receiving certificates for completion of the AB course Oct. 27 are (in no specific order) Peter Cooke, Ashley Pearce, Christopher Wheeler, Raymond Harvell, Justin Ryan, Darrell Moore, Patrick Langdon, Natalie Tremblay, Thomas Guthrie IV, Marco Figueroa, Robert Godwin, Juan Gonzalez, Enrique Defendini, Villanito Villanueva, Alexander Banky IV, Gil Hernandez, Ernest Cannon, William Clifton, Terrance Dunn, John Kelly, Robert Light, Kyle Hudson and Michael Morita. Their instructor, Bernabe Pelington, is at far left.



Welding — Under the instruction of Buzzy Andrews (center, back row) are Oct. 27 graduates (in alphabetical order) Victor Antunez, Anthony Bartley, Richard Cole, Anya Mixon, Jo-Vanii Sprauve, Jo-Vanio Sprauve and Jome Zerna.



Advanced Fire Fighting — Graduates of the advanced fire fighting course that ended Oct. 13 are (in no specific order) MTLX boatmen Edwin Schlink, Charles Young, Jeremy Abel, Robert Bouton, Kevin O'Leary, Mike Wiley, Kenneth Stanton and Vincent Whitehair. Their instructor, Tom Cessna, is at far left.



HAZWOPER — Completing the Hazwoper course Oct. 16 are MTLX boatmen (in no specific order) Kevin O'Leary, Ken Stanton, Mike Wiley, Mike Tarbox, Glen McCann, Edwin Schlink, Robert Reeder, Scott Murdock, Kenneth Graybill, Sean Leeson, Charles Carlson, Paul Kalmeta and Roger Stanus. Their instructor, Jim Shaffer, is at far left.



Fast Rescue Boat — Graduating from this course Oct. 20 under the instruction of Stan Beck (not pictured) are MTLX boatmen (in no specific order) Kenneth Graybill IV, Charles Crim, Roger Stanus, Paul Kalmeta and Sean Leeson.



Computer Lab Classes

With instructor Rick Prucha (standing in each photo) are students who recently completed computer classes at the Paul Hall Center.

Proudly showing their certificates of achievement are, from the left (in the photo at left): Rudolfo Jordan, Omer Almaklani and Josh Kilbourn and (in the photo at right): Ernest Frank III.





Paul Hall Center Classes



Tankerman (PIC) Barge — With instructor Mitch Oakley (far left) are Oct. 27 graduates of the tankerman (PIC) barge course. Included are (in no specific order) Andre Jennette, Ronald Dean, Clarence Fortt Jr., Bryan Vallecillo, Paul Hackney, John Bilich, Bradley Thomas, Jesse Hale, Robert Stone and Euginiy Golubev.



Oil Spill — Graduating from this course Oct. 20 are Penn Maritime boatmen (in no specific order) Virgil Walls, Randol Isles, Lance Bethel, David Kane, Hector Arroyave, Scott Chew, Robert Albers, Rebecca Tallman, Barrett Hickey and Leroy Adaway. Their instructor, Jim Shaffer, is at far left.



Medical Care Provider — Upgrading Seafarers working aboard MTLX vessels who completed the Medical Care Provider course Oct. 13 are (in no specific order) Glen McCann, Igor Loch Jr., Howard Clark, Bruce Comiskey, Bruce Walsh, William Palmer, William Harvell, Scott Murdock, Robert Reeder, Michael Tarbox, Charlie Carlson and Robert Hoffman. Their instructor (not pictured) was Mark Cates.



Medical Care Provider — Oct. 6 was graduation day for students in the medical care provider course. They are (in alphabetical order) Jasper Brown, Jr., Charlene Edwards, Marc Fitton and Sergey Kurchenko. Their instructor (not pictured) was Mark Cates.



Certified Chief Cook — Completing one of the certified chief cook courses at the school are (front row, from left) Cheryl Lynch, Carinda Bohus, Roberto Botin, Sedell Michell and (back row) Michael Henry.

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



STCW — NCL, Oct. 10: Jennifer Ahern, Andrew Anderson, Daniel Andrews, Jason Apps, Miriam Basilio, Ramona Becker, Travis Blalock, Michael Blue, Shawna Bowen, Monique Boyles, David Brinkley, James Brokop, Mark Bult, James Byrd, John-Michael Byrd, Danielle Choquette, Daniel Coen, Rajene Colson, Charles Cool, Mark Cornelsen, Edward Cristales, Dolores DeBus, Kristi Dukoff and Daniel Dyer.



STCW — NCL, Oct. 10: Sabrina Pettis, Juan Poblete, Ulrick Prudent Jr., Leslie Purgason, Karen Ray, Michael Ray Jr., Cheryl Renstrom, Krystina Reynolds, Joshua Richard, Luis Rivero, Clifford Russell, Edith Salvador, Carmela Sarate, Michael Schoonover, William Shinogle, Nicole Smith, Marcus Snead, Christopher Solan, Jacob Stephens, Victoria Suson, Todd Tamborski, Pamela Tami and Holly Tanton.



Summary Annual Reports
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See pages 6, 9, 11

USNS Mendonca Returns From Middle East Mission



AB Walter Holton

The SIU-crewed *USNS Mendonca* recently returned to the U.S. following a successful mission to the Middle East in support of American troops. Many crew members signed off the vessel in Baltimore, where the photos on this page were taken on Oct. 25.

The *Mendonca*, operated by American Overseas Marine Corporation (AMSEA), is one of the Bob Hope-class ships built at Avondale in New Orleans. The U.S. Military Sealift Command cites two key missions—prepositioning and surge sealift—for its LMSRs, including the Bob Hope ships and eight Seafarers-crewed Watson-class vessels.

Prior to its assignment in Kuwait, the *Mendonca* offloaded more than 100 U.S. Army Stryker Brigade combat vehicles in Bremerhaven, Germany in late July. The 950-foot ship had loaded in Tacoma, Wash. and then traveled 9,500 miles in three weeks, according to MSC. The ship also delivered hundreds of other trucks, trailers, Humvees and containers, the agency reported.

In fact, the *Mendonca* has mobilized in support of U.S. forces several times throughout Operation Iraqi Freedom, including during the all-out combat phase.

Such missions are nothing new for the SIU or for the rest of the U.S. Merchant Marine in general. As MSC Commander Rear

Adm. Robert D. Reilly Jr. noted in his National Maritime Day message earlier this year, “Not all heroes wear military uniforms or even work for the government. Often overlooked, but no less important, are U.S. Merchant

Mariners. These highly skilled seamen, just as the generations of mariners who preceded them, operate around the world 24/7, going in harm’s way to keep U.S. forces supplied and combat-ready.

“Today’s U.S. Merchant Mariners continue in the proud tradition of those who have served the nation on the high seas for centuries and will continue for generations to come. They willingly go in harm’s way to preserve

our freedoms and help our nation prosper. They have the experience, knowledge and commitment to deliver on time, every time, everywhere.”



The Seafarers-crewed *USNS Mendonca*, pictured last summer in Germany, more recently completed a mission in support of U.S. troops in the Middle East.



SA Jacqueline Ellsworth, AB Thomas Bryant, QMED Antwan Legare

Right: OS Belarmino Da Rosa, AB Joseph Archer, AB Benedict Born, SIU Port Agent Dennis Metz



OS Ben Hulsey



Seafarers wrap up the day’s operations on the *Mendonca* in Baltimore.



AB Anibal Vega

Left: Bosun Jerry Costello

