



The

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# SEAFARERS LOG

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

# NCL AMERICA

Goes

# SIU!

*Seafarers Crew Up  
Pride of Aloha*



The SIU last month welcomed new shipboard jobs as NCL America's *Pride of Aloha* (photos at far left) reflagged under the Stars and Stripes. The 2,000-passenger cruise ship is scheduled to begin offering cruises this month in Hawaii. Formerly the Bahamian-flagged *Norwegian Sky*, the *Pride of Aloha* reflagged U.S. on June 7 in San Francisco, following a multi-million dollar refurbishment.



The vessel employs nearly 800 shipboard personnel. LEFT: SIU Assistant VP George Tricker (left) and SIU Assistant VP Nick Celona (right) are pictured with Bosun Renato Govico aboard the newly reflagged ship. ABOVE: Crew members applaud as the U.S. flag is hoisted aboard the *Pride of Aloha*. Page 3.

## Matson's Maunawili Set for Christening

Seafarers-contracted Matson Navigation Company, along with Kvaerner Philadelphia Shipyard, is scheduled to christen the *Maunawili* (right) this month. The *Maunawili* is the second diesel-powered containership built for Matson at Kvaerner Philadelphia, which is hosting the July 17 christening. Page 3.



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# President's Report

## A Welcome Rebirth

The U.S. flag sails over an oceangoing passenger ship again. Seafarers and other U.S. mariners are showing tourists relaxing on the high seas why we are the best-trained and safest professionals in the world.



Michael Sacco

Last month's reflagging of NCL America's first cruise ship under the Stars and Stripes drew warm applause and proud salutes during the ceremony in San Francisco. It was a great day for the Seafarers, a great day for NCL America and a great day for anyone who supports a strong U.S. Merchant Marine.

But in order to more fully appreciate the moment June 7 when our flag was raised on the *Pride of Aloha*, you may have to think back to one of the darkest days in our nation's history: September 11, 2001.

Obviously, the loss of innocent lives on that grim day is by far the most tragic part of the attacks. Yet, there were other significant aftershocks, not the least of which has been the ongoing impact on our economy. The travel and tourism industries were crippled in September 11's immediate aftermath, and the U.S.-flag deep-sea cruise business ceased to exist.

It has taken nearly three full years, but at last we can say it: We're back!

The work that's been done to revive U.S.-flag cruise ships has been well-documented. What's important now is that the SIU has a great opportunity for a bright future in this segment of our industry (and others). NCL America is planning to operate three U.S.-flag ships in Hawaii. That means more and more jobs for Seafarers and, as noted at the reflagging ceremony, it also means a stronger U.S. Merchant Marine in general.

I think the *Pride of Aloha* also may signify something special to Seafarers who embrace the opportunity. Namely, it's a chance to be part of a vitally important moment in SIU history. It's a chance to help your union—in other words, your brother and sister Seafarers—get off to a strong start in this newly reborn trade.

This isn't the first time we've faced such a challenge. More than 20 years ago, Seafarers were called upon to revive the U.S.-flag passenger trade. The *Constitution* and *Independence* came back home to the American flag. Seafarers jumped at the opportunity to make the project work. Sure, we had problems, but we overcame them. The *Connie* and the *Indy* were huge success stories. Many of our members owe their start in our union to these vessels.

Maybe you've read about some of the SIU's historic organizing drives from the 1940s and 1950s, or perhaps you've hung around the union hall and heard some of our old-timers talk about sailing during World War II. Undoubtedly, many of you know about our late SIU President Paul Hall defying the skeptics by starting a training school for seamen in southern Maryland back in 1967.

Those are more than just stories. They're key components of who and what Seafarers are today. The hard work and sacrifice and commitment of our predecessors gave us a chance to become the strongest maritime union in the United States.

It's going to take more of the same to help ensure our continued success. And the new cruise ships definitely involve hard work and sacrifice and commitment. Let's face it—when you're helping to restart any business, you're bound to hit a few rough seas along the way.

But any way you slice it, this is a glorious moment for the SIU. Every Seafarer can take pride in the fact that our members are sailing aboard the *Pride of Aloha*. And I know that every one of us will do whatever it takes to help ensure the success of our newest ships.

# School's Advisory Board Weighs Key Security Issues

Maritime Security and related issues dominated the packed agenda of the 37<sup>th</sup> Annual Paul Hall Maritime Center Advisory Board Meeting. The yearly conference took place June 10 at the Piney Point, Md.-based, SIU-affiliated Paul Hall Center for Maritime Training and Education.

Attendees included representatives of U.S.-flag shipping companies, officials from the U.S. Coast Guard, U.S. Maritime Administration, U.S. Military Sealift Command, Transportation Security Administration and International Labor Organization, and representatives of the union and the school.

Paul Hall Center Vice President Don Nolan welcomed conference participants and introduced SIU President Michael Sacco. After thanking those present for their participation in the meeting, Sacco said, "As all of you know, port security and shipboard security are the hottest topics in our industry.... We're all facing tremendous challenges when it comes to keeping our ships and ports safe.

"But we're in this together—the unions, the companies, the Coast Guard, the Maritime Administration, MSC, the ports themselves, and the list goes on," Sacco continued. "We're all on the same side. It's important to keep that in mind, especially when we get together on the various maritime security groups at ports throughout the nation. That type of cooperation and participation can only help when it comes to training seafarers and improving safety all around."

Following his remarks on port and shipboard security, President Sacco briefed meeting participants on some of the Paul Hall Center's accomplishments since the last advisory board meeting in 2002. Among the events Sacco cited were:

- The Paul Hall Center successfully transitioned to the amended STCW convention. This accomplishment was achieved by running a school with top instructors and staff who put together curriculums and assessments to provide companies with the safe, qualified shipboard manpower they need.
- The school opened a new hotel at about the same time of the last advisory board meeting. As a result of this addition, upgraders now have single-occupancy rooms, which makes for a more academically friendly environment.
- The school added a small arms facility as well as curriculums. The facility and courses were approved by U.S. Military Sealift Command. The school also added or improved other courses including Navigation Fundamentals, Marine Electrician, FOWT and others.
- A diesel engine that is useful as a training aid recently was added to the school's training equipment inventory.
- The school continued operating a satellite school in Hawaii, providing STCW



Cdr. Cindy Stowe  
U.S. Coast Guard



Cdr. Linda Fagan  
U.S. Coast Guard



Cdr. Ed Wingfield  
U.S. Coast Guard



Robby Moss, Transportation  
Security Administration

training which helped in the rebirth of the U.S.-flag cruise industry.

- The unlicensed apprentice program continues to draw numerous applicants from all over the country.
- The Paul Hall Center during the last two months has provided security training in Jacksonville, Port Everglades, Mobile, Houston, Lake Charles and New Orleans and aboard vessels. In addition, training has been scheduled on the West Coast to help companies meet not only vessel security officer training requirements but also general security awareness for the membership.

President Sacco thanked advisory board participants for their previous inputs and suggestions on how the school could achieve its varied objectives. "And make no mistake," he said, "The advisory board's input played a big part in helping achieve these goals (outlined above)."

SIU Vice President Contracts Augie Tellez and Paul Hall Center Training Director Bill Eglinton then discussed the meeting's agenda and outlined its goals.

The principal speakers for the

gathering addressed the audience via a panel discussion format. Those giving presentations in their respective subject areas were: Cdr. Cindy Stowe, U.S. Coast Guard (USCG), "Implementation of the Maritime Security Transportation Regulations;" Robby Moss, Transportation Security Administration, "Transportation Worker Identification Card;" Cdr. Linda Fagan, USCG, "Port State Control Issues;" Mayte Medina, USCG, "Maritime Security Training;" Jim Zok, U.S. Maritime Administration (MarAd) and International Labor Organization, "Seafarer Identification Document Convention;" Todd Ripley, MarAd, "SOCP Mariner Administrative Card;" and Cdr. Ed Wingfield, USCG, "Mariner Licensing & Documentation Program."

Panel members indicated that despite some setbacks in each of their respective areas, significant progress is being made in the implementation of all phases of port security requirements set forth in SOLAS Chapter XI-2, the ISPS Code and the Maritime Transportation Security Act of 2002. Collectively, they expressed strong optimism that most

*Continued on page 7*

## SIU Contract Remains in Place Following Sale of Horizon Lines

SIU-contracted Horizon Lines is being sold to private equity firm Castle Harlan, according to the companies involved.

The union's contract remains in place and unchanged, noted SIU Vice President Contracts Augie Tellez. Horizon Lines will retain its name and continue operating the 16 SIU-crewed vessels included in the sale.

The Carlyle Group had acquired Horizon Lines (formerly CSX Lines) from CSX Corp. in February 2003.

Castle Harlan Managing Director Marcel Fournier stated, "We've been impressed with the results that Horizon Lines has achieved over the last several years and are excited about the company's prospects."

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# Pride of Aloha Joins SIU Fleet

## Seafarers Crew Up Newly Reflagged Cruise Ship

The SIU has returned to the deep-sea cruise ship industry—and in a big way.

Seafarers recently crewed up NCL America's newly reflagged *Pride of Aloha*, an 853-foot vessel that marks the start of Norwegian Cruise Line's U.S.-flag division.

"This is a great moment for our union," SIU President Michael Sacco said June 7 when the Stars and Stripes went up on the *Pride of Aloha*. "It means new jobs for Seafarers, but it also represents a promising start to the rebirth of the U.S.-flag deep-sea cruise ship industry."

"Reflagging this ship is far more than symbolic," said U.S. Secretary of Transportation Norman Mineta. "Raising the Stars and Stripes over more ships raises our maritime strength and raises jobs."

The *Pride of Aloha* is scheduled to enter service this month, offering cruises in Hawaii. Formerly the Bahamian-flagged *Norwegian Sky*, the vessel recently underwent a multi-million dollar refurbishment in San Francisco, where it was reflagged. Its home port will be Honolulu.

The *Pride of Aloha* employs nearly 800 shipboard personnel and can carry 2,000 passengers.

"Today marks a milestone not only in the cruise industry, but also in our nation's maritime history," Norwegian Cruise Line America President and CEO Colin Veitch said at the reflagging ceremony. "We are proud to be the first cruise company in recent memory to offer travelers an unparalleled combination of interisland Hawaii cruising and a modern U.S.-flagged, U.S.-crewed mega-ship."

According to an independent study by one of the nation's lead-

ing economic consultants, NCL America's three U.S.-flag cruise ships planned for Hawaii are expected to create more than 20,000 U.S. jobs and generate more than \$825 million of expenditures in the U.S. economy by the end of 2007. (The *Pride of America* and another cruise ship yet to be named also will be flagged as U.S. ships.) Nearly \$360 million in federal tax revenue are also projected by 2007 from the ships and the landside economic activities stimulated by them.

The U.S. Maritime Administration noted that it helped bring the *Pride of Aloha* into the U.S.-flag fleet by overseeing implementation of the reflagging effort enabling the ship to meet requirements established by Congress.

U.S. Maritime Administrator Capt. William Schubert said of the reflagging and the other planned ships, "This is great news for the U.S. Merchant Marine as it increases the number of ships sailing under the American flag. Our nation's economic well-being hinges on an economically viable maritime industry and today marks another big step in the right direction."

U.S. Coast Guard Lieutenant Tony Guild added, "We worked in cooperation with NCL America to ensure that the vessel met all international standards for a passenger ship. This entailed a complete inspection of the vessel and its safety and security systems

**"Reflagging this ship is far more than symbolic.**

**Raising the Stars and Stripes over more ships raises our maritime strength and raises jobs."**

— U.S. Secretary of Transportation Norman Mineta



The *Pride of Aloha* signals new jobs for SIU members and a strengthening of the U.S.-flag fleet.

### Pride of Aloha At a Glance

- Entered service: August 1999
- Reflagged U.S. in June 2004
- Length: 853 feet
- Breadth: 108 feet
- Draft: 26 feet
- Speed: 23 knots
- Tonnage: 77,104 GRT
- Propulsion: Diesel electric, six diesel generators
- Auxiliary power: From diesel electric plant
- Guest capacity: 2,002 double occupancy
- Guest decks: 12

from life jackets, lifeboats, complex firefighting systems, complex automation systems that manage the ship's power and propulsion plants, to various security plans and equipment. In addition, the Coast Guard ensured that the ship's crew met all



The American flag is raised on the *Pride of Aloha* during a ceremony June 7 in San Francisco.

required U.S. standards for merchant mariner certification."

Following an inaugural celebration and a christening on July 4, the *Pride of Aloha* will begin its regular seven-day, year-round Hawaii cruise schedule. Visiting

all four main islands and offering passengers up to 96 hours in port, the cruise features two overnight stays in Kauai and Maui while also making full day calls in Kona and Hilo on the Big Island of Hawaii.

## Matson, Kvaerner Philadelphia To Christen Maunawili July 17

Seafarers-contracted Matson Navigation Company, along with Kvaerner Philadelphia Shipyard, is scheduled to christen the *Maunawili* this month. The *Maunawili* is the second diesel-powered containership built for Matson at Kvaerner Philadelphia, which is hosting the July 17 christening.

U.S. Rep. Duncan Hunter (R-Calif.), a strong supporter of the U.S. Merchant Marine, is the event's keynote speaker. Lt. General Gary Hughey, deputy commander, U.S. Transportation Command (TRANSCOM), also will address the audience.

Marianna G. Shaw, great granddaughter of one of the founders of Alexander & Baldwin, Inc. will do the christening. (Matson is a wholly owned subsidiary of Alexander & Baldwin.)

The *Maunawili* is virtually identical to sister ship *Manukai*,



Matson's newest vessel, the *Maunawili*, is scheduled for christening this month in Philadelphia.

which was christened in July 2003 at Kvaerner Philadelphia. Each diesel-powered vessel is 712 feet long and can carry 2,600 containers.

The shipyard reported that the *Maunawili* was floated for the first time on May 15. The vessel is expected to be added to Matson's fleet of Jones Act trade

vessels.

The *Manukai* was the first vessel built in the newly revitalized Kvaerner Philadelphia Shipyard and the first newly constructed vessel introduced by Matson since 1992 (the R.J. Pfeiffer).

SIU members sail in the steward department aboard Matson ships.



Capt. Gerald Swanson (seated) certifies the *Pride of Aloha* as a U.S.-flag vessel while NCL America President and CEO Colin Veitch looks on.

# SIU Maintains Jobs On 7 Survey Ships

## Horizon Lines Awarded Contract by MSC

The U.S. Military Sealift Command (MSC) last month awarded the operating contract for seven oceanographic survey ships to SIU-contracted Horizon Lines. The vessels covered by the agreement are the *USNS Pathfinder*, *USNS Bowditch*, *USNS Sumner*, *USNS Henson*, *USNS Bruce C. Heezen*, *USNS Mary Sears* and *USNS John McDonnell*.

The ships currently are operated by Seafarers-contracted Dyn Marine Services. Turnover operations are expected to take place in early October.

In a mid-June letter to ships' chairmen in the seven-vessel fleet, SIU Vice President Contracts Augie Tellez pointed out that when the ships transfer to the new operating company, unlicensed personnel will have the opportunity to continue their employment aboard the vessels. Tellez also noted that the new contract improves medical benefits (under the Seafarers Health and Benefits Plan's top level) and increases the Seafarers Vacation Plan benefit. Additionally, SIU members will receive Seafarers Money Purchase Pension Plan benefits of 3 percent of the daily base wage per man, per day.

"To those who opt to continue with Horizon Lines, we expect

the company to benefit from the same professionalism and performance you consistently deliver," Tellez wrote.

According to MSC, oceanographic survey ships "study the world's oceans using multi-beam, wide-angle, precision hydro-

graphic sonar systems to collect bathymetric data. One coastal survey ship, the *USNS John McDonnell*, surveys the sea bottom and collects data in the littorals areas along coastlines. Information gathered is used to develop accurate maritime charts."



The SIU-crewed *USNS Bruce C. Heezen* is part of the U.S. Military Sealift Command's fleet of oceanographic survey ships.

## Flickertail State Crew Delivers Critical Cargo to U.S. Marines in Haiti

Seafarers in March again answered the country's call to deliver the goods when President Bush sent 1,600 U.S. Marines to Haiti to quell the bloody uprising that prompted Haitian president Jean-Bertrand Aristide's Feb. 29 resignation.

The SIU-crewed *SS Flickertail State*—part of the U.S. Maritime Administration's Ready Reserve Force and under the operational control of Military Sealift Command (MSC)—was summoned to deliver cargo to support the Marines. The *Flickertail State*, fresh from participating in a joint logistics over-the-shore military exercise providing humanitarian relief to Honduras, was in port in Norfolk, Va. for a mere 24 hours before being again called to duty.

The crane ship sailed from Norfolk to Morehead City, N.C. to pick up 12,000 square feet of Marine Corps support equipment, and on March 7 departed North Carolina for Haiti. The ship's 600-ton load consisted of Humvees, medical supplies, crates of bottled water and two "reverse osmosis water purification systems." According to MSC, reverse osmosis machines are designed to purify contaminated water into water that is suitable for drinking—something for which the Marines had a critical need and that is in short supply in Haiti, a country whose infrastructure has crumbled and whose utilities system is in a massive state of disrepair.

MSC Representative John Gregov, the individual responsible for coordinating the off-

load of the urgently needed supplies, knew the off-load would be tricky because the ship was sailing into Port-au-Prince, Haiti, where gangs of well-armed Aristide supporters were on a rampage of looting and destruction in response to his fall from power.

With little lead time to make arrangements and only a handful of local port operators on the ground in Haiti, Gregov planned the off-load during the *Flickertail's* journey south.

"I was sending e-mails from the ship on the way down, rounding up local stevedores and equipment to help with the off-loading," he noted.

Gregov ordered flatbed trucks to haul cargo and portable generators to light the pier as it off-loaded, but only half of the items made it to the port.

"I was notified by port authorities that the items were stuck in transit due to firefights," said Gregov. "I ordered three portable generators because there were no lights on the dock. One out of the three actually made it.

"I also asked the captain for permission to use the ship's crew during the off-load, which we don't usually do," he added. "But we needed them because, under

the circumstances, we didn't want any of the locals coming on board the ship."

The captain agreed.

The ship arrived in Port-au-Prince in the early morning on March 11, and the crew pitched in operating the vessel's four cranes to transfer cargo from the ship to the pier. Seafarers aboard the vessel who assisted in the freight download were: ABWs **Heather Frizzelle** and **Curtis Williams**; ABMs **Adrian Jones** and **Jonathan Davis**; OMUs **John Morrison**, **John Steeber** and **Brad Neathery**; Wipers **Nathan Jenkins** and **Vincent Knight**; Chief Cook **Adele George** and SAs **Willie Uzzle**, **Teresa MacMartin** and **Kareem Walters**. Also aboard the vessel were STOSs **Melvin Stegall**, **Christopher Bryan** and **Melvin Hall**.

The crew worked so quickly that they turned their expected 72-hour stay into only a day-long venture. "They really did an outstanding job," said Gregov.

At midnight on March 11, the ship pulled away from Haiti and sailed home.

"It was a very good, efficient operation," said Gregov. "And everyone got home safely."



Seafarers aboard the *Flickertail State* delivered the goods for U.S. Marines in Haiti.

### Happy Retirement to REC Chief

SIU VP Gulf Coast Dean Corgey (left) and Assistant VP Jim McGee (right) recently presented a ship's wheel to U.S. Coast Guard REC Chief C.J. Bidwell in Houston on the occasion of her retirement after 32 years of service. Bidwell most recently worked at the Coast Guard's regional exam center in Houston. The wheel was donated by Seafarers and SIU officials, who wish Chief Bidwell a happy retirement and thank her for her work at the REC.



### Notice/Reminder Full Book Applications

Seafarers who have at least 260 days of sea time in the past 24 months are eligible to apply for full book membership in the union. This of course includes members who were in the NMU when that union merged into the SIU's Atlantic, Gulf, Lakes and Inland Waters District (in 2001).

Members are encouraged to apply at any SIU hall. Please bring discharges or pay vouchers (or both) verifying the required sea time, along with two passport-size photos. In order to apply for full book membership, dues must be current, initiation must be paid in full and the member must be in good standing. There is a \$10 fee for each application; processing typically takes two to three weeks.

Sea time for any member working on equipment that formerly was covered by an NMU agreement and now is covered by an SIU/NMU contract counts toward eligibility for application.

Members are reminded that, among other potential benefits, full book membership helps allow Seafarers the right to vote for candidates for union office and the right to run for union office. This is an election year for the SIU.

For more information, please contact your port agent.

# SIU, MTD, Others Protest Bahamian-Flagged Ferry

## State, Federal Funds Aid Boat Sailing New York-Toronto Route

The SIU along with the AFL-CIO Maritime Trades Department and other labor organizations are calling upon government officials in the U.S. and Canada to remove the Bahamian flag from a new fast ferry that has been heavily subsidized by American and Canadian taxpayer dollars.

The *Spirit of Ontario* last month was scheduled to begin offering service between Rochester, N.Y. and Toronto. Built by Austal Ships of Australia, the ferry is owned by Canadian American Transportation Systems, which maintains offices in New York and Ontario.

According to news reports, the State of New York provided \$14 million to help build the \$42.5 million boat. Another \$25 million in federal funds have been awarded in recent years to redevelop the Rochester harbor to enable the ferry project's launch. More than \$6 million in City of Rochester funds have been given for the project. Additionally, the U.S. Department of Homeland Security granted \$1.1 million to the owner and the ferry. Canadian funds also were awarded.

In a letter to U.S. Senator Charles Schumer (D-N.Y.), SIU and MTD President Michael Sacco said that the ferry itself and the harbor improvements are good ideas, but registering the *Spirit of Ontario* under the Bahamian flag instead of the U.S.

or Canadian flag "is particularly disturbing. By registering the ferry under the Bahamian flag, Canadian American Transport Systems' fast ferry operation will enjoy the success of the public investment while at the same time avoid meeting U.S. tax obligations on the income generated once the ferry begins service," Sacco wrote. "I am certain that the public officials who backed this project and who have worked diligently to ensure its launching had no clue that the company would be in a position to skirt U.S. tax payments. It must be disheartening to those New Yorkers to know that their tax dollars have advanced the fast ferry project but the U.S. Treasury will not see a truly just return on the investment."

The SIU of Canada, the New York State AFL-CIO, some of the state's central labor councils, the MTD and its port maritime councils also have spread the word about the runaway-flag ferry. In a resolution adopted by its executive board earlier this year, the MTD said it "urges officials in both nations to call on Canadian American Transportation Systems to do the right thing by sailing under the American or Canadian flag and hire American or Canadian mariners." Currently, the ferry reportedly employs a mix of Australian and U.S. mariners.

The ferry was supposed to enter service May 1, but a docking accident and engine trouble delayed its opening. The boat can carry 774 passengers and 238 cars.

### Mariners Remembered at Memorial Dedication



President Bush mentioned the U.S. Merchant Marine during the May 29 dedication of the National World War II Memorial in Washington, D.C. As previously reported, two identical merchant marine bronze emblems are featured at the memorial. During the ceremony, President Bush noted, "In all, more than 16 million Americans would put on the uniform of the soldier, the sailor, the airman, the Marine, the Coast Guardsman or the Merchant Mariner." The National World War II Memorial is the first national monument dedicated to all who served during the Second World War.

Photos by Rick Latoff / American Battle Monuments Commission



## Representative McCrery Receives Annual 'Salute to Congress' Award

The chairman of the Select Revenue Measures Subcommittee on the House Ways and Means Committee recently reaffirmed his fervent support for the U.S. Merchant Marine.

U.S. Rep. Jim McCrery (R-La.), honored May 4 with The Propeller Club of the United States' annual Salute to Congress Award, in a prepared address told a maritime audience in Bethesda, Md. that their industry is vitally important to his state as well as the nation.

Speaking specifically about his state, the congressman said, "Many of you may not realize that Louisiana is the top state in the country for waterborne transportation with more than 500 million tons of cargo annually shipped and received within the state.



SIU President Michael Sacco (right) greets U.S. Rep. Jim McCrery (R-La.) shortly before the congressman receives the 2004 Salute to Congress Award.

September 11 world. He has represented the 4<sup>th</sup> Congressional

District in Louisiana since 1988. With major coastal and inland ports, the Gulf Coast, the Mississippi, Red and other rivers, Louisiana is a major transloading point for billions of dollars of commercial cargo."

Congressman McCrery continued, "Your industry is vitally important to providing jobs for American workers and enhancing our nation's trade and productivity in all other industrial and economic sectors. I am proud to be a soldier in the fight on your behalf to make the U.S. maritime industry more competitive in the world economy."

He added "I am fortunate through my seniority on the House Ways and Means Committee to be able to lead the effort to ensure that fair and balanced trade policies are implemented to protect your interests, and to work closely with the Congressional leadership and the administration to formulate and enact tax legislation to aid the vitally important maritime industry."

Congressman McCrery has been an advocate of changes to the U.S. tax code to help improve the competitiveness of the U.S.-flag merchant marine, and he has supported projects to revitalize the nation's inland waterway system. McCrery was named by the Congressional Quarterly Magazine as one of the 28 "emerging players" who will shape the Congressional agenda in the post-

In accepting the Salute to Congress Award, the congressman offered, "I am extremely honored by this award, and I am pleased to know that you appreciate my heartfelt efforts to support a strong and vibrant United States maritime industry.

"At the same time, I am humbled to be included among other distinguished Congressional members from the great state of Louisiana who have received the prestigious Salute to Congress Award," he continued, "...Senator Russell Long, Senator John Breaux, and of course my former colleague and dear friend, Congressman Bob Livingston."

The annual Salute to Congress dinner in 1985 was established by The Propeller Club of the United States to honor a member of Congress who demonstrated leadership in furthering the cause of the American merchant marine and allied industries.

The salute affords an opportunity for all segments of the maritime industry to get together at one forum with not only their own senators and congressmen, but also members of Congress from all over the country to discuss future growth the U.S. fleet.

Recent recipients of the Salute to Congress Award include U.S. Rep. Duncan Hunter (R-Calif.), Senator Fritz Hollings (D-S.C.), Senator Ted Stevens (R-Alaska) and U.S. Rep. James L. Oberstar (D-Minn.).

## MarAd Okays MSP Transfer Agreements

SIU-contracted Maersk Line, Limited last month applauded the U.S. Maritime Administration's (MarAd) decision approving the company's request to transfer the 15 Maritime Security Program (MSP) operating agreements for the ships currently being operated by U.S. Ship Management (USSM).

In a news release, Maersk Line, Limited (MLL) noted that it had petitioned MarAd in 2003 to transfer the MSP operating agreements so the company could more effectively and efficiently operate the vessels. In the original operating contracts between the two companies, USSM agreed to transfer direct operation of the 15 vessels to MLL should MLL elect to become the MSP contractor. The decision follows an arbitration award concluding that the applications for the MSP operating agreements "submitted by MLL to MarAd were properly submitted by MLL."

"We are extremely pleased with the MarAd's decision approving the transfer of the 15 MSP operating agreements to MLL," said Kenneth C. Gauden, MLL senior vice president. "Our first priority with this action was always to ensure that we deliver the best possible service to the U.S. government, both in peacetime and war. Now, we look forward to the benefits that will be brought about by streamlining operations and creating much-needed efficiencies."

Gauden added, "MLL will work closely with MarAd to assume direct operation of the ships in an appropriate, efficient and expeditious manner, while continuing to support our military forces engaged in the war on terrorism and serve our commercial customers."

The vessels will remain U.S.-flagged supporting U.S. global trade and national security, and will be crewed by American seafarers. MLL also provides the U.S. government immediate access to its global network of intermodal assets including terminals, cranes, logistical platforms, computerized management systems and equipment. According to the company, MarAd's decision "closely integrates management of the 15 MSP vessels with that global system, strengthening the MSP for military purposes and enhancing the U.S.-flag presence in international shipping."

MarAd noted the role of MLL in national security in its decision: "[MLL] currently operates vessels for the U.S. military performing missions as diverse as the afloat pre-positioning of U.S. Army and U.S. Marine Corps combat equipment, U.S. Navy counter-drug operations, and highly classified ocean surveillance. Maersk also holds a special security agreement. The United States Transportation Command supports the transfer and has advised us that they consider [MLL] to be an industry leader providing [the Department of Defense] unparalleled transportation services, not only with regard to U.S.-flag vessels, but also its extensive global infrastructure consisting of berths, cranes, IT systems, transportation systems, regional logistics expertise, and much more."

MLL will work with MarAd to meet the conditions specified in the decision for transfer of the operating agreements, the company noted.

MLL is based in Norfolk, Va., and is one of the Department of Defense's primary shipping contractors.

# Maritime Lawyer Victor Hanson Dies at 80

Detroit Attorney Victor Hanson, a prominent litigator of high-profile cases involving major maritime incidents and also a founder of a forerunner to today's National Football League Players Association (NFLPA), died May 26 of a heart attack. He was 80.

Hanson in 1973 established Labor's International Hall of Fame to afford recognition to the founders and heroes of the union movement as well as to educate today's workers and public about the struggles and sacrifices that

made today's labor movement possible. Although not a union member himself, he did a great deal of work as a lawyer for unions including the SIU, the Sailors' Union of the Pacific, the Teamsters, the American Guild of Variety Arts and many building-trades unions. Hanson was involved in cases relating to the following maritime disasters, some of which claimed the lives of Seafarers: the *Noronic* in 1949 with 119 dead; the *Andrea Doria* in 1956 with 52 dead; the *Carl D.*

*Bradley* in 1958 with 33 dead; and the *Edmund Fitzgerald* in 1975 with 29 dead.

Byron Kelley, retired SIU vice president Great Lakes and current Labor's International Hall of Fame president, knew Hanson well. "He was really a man's man, and he was always a staunch supporter of the Seafarers," Kelley said. "Vic was quite a guy. He was bright, he was politically active, and he'll certainly be a viable candidate for Labor's International Hall of Fame, which he founded."

Hanson's nephew, Robert Edick, told the *Detroit Free Press* that his uncle "was very active with union politics.... He was very much a people person."

Born in northwest Detroit, Hanson was a 1940 graduate of Redford High School. Following graduation, he joined the U.S. Marine Corps where he served as a paratrooper. An injury suffered during a jump, however, forced him to do the majority of his service in San Diego. After his 1943 discharge as a private, Hanson returned to Detroit. There he enrolled in Wayne State University and began a decades-long relationship with the school.

He earned his bachelor's and law degrees there. Hanson played guard for the Wayne State Tartars football team from 1945 to 1946 and later became an active member of the Gas House Gang, a club of the school's former football players.

His gridiron fervor served him well in the 1950s when he represented a Detroit Lions football player who had injured his knee and wanted worker's compensation. During that time, players were considered independent contractors and, therefore, were not entitled to benefits. Hanson won the case—securing weekly payments of \$33 for 500 weeks—for the hobbled athlete, who was making \$13,000 annually.

Hanson also is credited with playing a key role in changing the



Victor Hanson, right, posed with Michigan Attorney General Frank Kelley, left, and SIU VP Byron Kelley during an awards dinner in 1990. Hanson assisted the SIU in a variety of legal matters during his career as an attorney.

## Retired SIU of Puerto Rico President Terpe Passes Away

Retired SIU of Puerto Rico President Keith Terpe passed away May 30 in California. He was 80.

A native of Minnesota, Brother Terpe embarked on his profession with the Seafarers in 1949 in the port of New York. After sailing for several years in the deep sea division in both the steward and engine departments, he came ashore as a union official.

SIU Executive Vice President John Fay recalled first meeting Terpe "while I was still going to sea and he was head organizer for Atlantic Refinery. He was a good organizer and he was dedicated to the cause."

Brother Terpe was elected as a patrolman for the port of New York in 1969 and later became president of the SIU of Puerto Rico. He retired in 1981.

Victor Nunez, SIU port agent in Puerto Rico, noted that Terpe "was very politically active. He also did a lot of organizing for the UIW. He is remembered by many people in this region."

Brother Terpe was proud of the pivotal role the SIU played in the economics of the commonwealth

during his tenure as president. In a piece which was written for his presidential column in the union's magazine in July 1969, Brother Terpe said, "Clearly, The Island of Dreams as Paul Hall frequently refers to lovely Puerto Rico, has demonstrated that under a free, democratic system and with a free democratic labor movement great progress not only could be made—bust has been made! Once again we must state that we are proud to have been an integral part of this amazing success story that is Puerto Rico today from the poor house of the Caribbean to the showcase of affluent democracy."

Retired SIU Vice President Contracts Red Campbell worked with Terpe in Puerto Rico for approximately six years. He recalled that Terpe kept an unusual pet around the office. "He had a jaguar—not a car, a real one," Campbell said.

Survivors include his wife, Marilu; his sons, Keith and Kent; daughters Kim Lerman and Karen Palmer; and his sister, Kaye McMarlin.



Retired SIU of Puerto Rico President Keith Terpe, center, walks the pickets with his 400-pound jaguar. The animal reportedly was the union's unofficial mascot in Puerto Rico during Terpe's tenure as president.

## Matson Mourns Passing Of Retired President Gray

James P. Gray, retired president of Seafarers-contracted Matson Navigation Company, died May 5 in Rancho Santa Margarita, Calif. He was 87.

Gray's career with Matson spanned 45 years, beginning in 1936 when he joined the company as a stenographer and clerk in Wilmington, Calif. He worked his way up in various positions during the next 11 years before leaving Matson to try a non-maritime business venture.

By 1951, Gray was back with Matson. He earned numerous promotions over the years, eventually becoming the vice president and general manager of the Matson subsidiary, Matson Terminals, Inc. in 1970. Two years later, he was named president of the subsidiary, overseeing all terminal operations for Matson on the West Coast and in Hawaii.

In 1977, Gray returned to Matson Navigation Company and was promoted to senior vice president of the freight division, a role that involved overseeing all vessel and container operations. The following year, he was promoted to executive vice president, operations.

In 1979, Gray was promoted to president and chief operating officer of Matson Navigation Company, reporting to Chief Executive Officer Robert J. Pfeiffer. As president, Gray was responsible for all aspects of Matson's business activities, including Matson Terminals.

In a press release announcing Gray's death, the company noted, "His extensive experience with the company during his career gave him a keen understanding of Matson's operations at all levels of the organization, and his personable style made him both respected and well-liked by employees throughout the company."

Gray retired in 1981 but stayed involved in the industry. He remained a member of the San Francisco Bay Area Chapter of the National Defense Transportation Association, among other activities.

Gray is survived by his wife of 65 years, Carolyn; son, James S. Gray of Huntington Beach, Calif.; two daughters, Susan Meek of Potter Valley, Calif. and Janet Gray of Tonopah, Ariz.; four grandchildren and one great grandchild.

In lieu of flowers, the family requests that donations be made to the American Cancer Society or a hospice of the donor's choice.



James P. Gray retired as president of Matson Navigation Company in 1981.

### Something Fishy on the Expedition



Aboard the *Horizon Expedition* in Guam, SIU steward department personnel enthusiastically prepare sashimi and other fish delicacies for dinner. Chief Steward Mike Gramer (above) and Chief Cook Tom Kelly acquired the catch from local fishermen.

# Classrooms Upgraded in Simulator Building

In keeping with its tradition of remaining ahead of industry demands, the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. has made major improvements in its already excellent simulator building.

Specifically, according to Assistant Director of Training J.C. Wiegman, significant upgrades recently were achieved in four classrooms which are housed in the Logan Building. These enhancements, said Wiegman, will not only intensify

the quality of training that merchant mariners receive in the facility, but also augment the techniques instructors utilize to deliver their respective course materials.

The showpiece of the upgrades is the facility's electronics technician's classroom which will be used in the junior engineer, marine electronics technician, chief electrician and marine electrician courses. The room also may be used for marine refrigeration training.

"This room already was state-

of-the-art throughout," said Instructor Jay Henderson. "These recent upgrades, however, really will increase our ability to train the people coming through here." A retired Navy Master Chief Petty Officer who sailed for three years as a Seafarer (marine electrician aboard Maersk LMSRs), Henderson will be the primary tenant in the renovated classroom.

Some of the upgrades in the electronics technician's classroom are as follows:

- Twelve new electronic work

stations have been added. Each station is now equipped with 1-1/2 inch non-conducting (stone) desktops.

- IBM computers have been installed at each workstation. Each workstation also is now equipped with an assortment of tools for students to use should they have to fabricate a piece of equipment.
- Each workstation is equipped with new desks, chairs and stools.
- Instructors now have two computers at their disposal (one in their office area and a second at their lecture locations).
- Software is on order that will aid student in their equipment designs.
- Classroom now features an overhead projector that will show power point presentations on screen.
- Old carpet has been replaced by new tile.
- Classroom has been enlarged by eight feet.
- Walls have been painted; new ceiling tiles and light

fixtures have been installed. "These upgrades will enable students to go directly to workstations to practice concepts they just received from instructors," said Henderson. "This capability will be a tremendous time saver because students no longer will have to go to another room, break out tools, etc. to do various projects associated with their training."

In addition to the foregoing renovations, upgrades also have been made in three other classrooms, according to Wiegman. First, all engineering computers (used for shipboard assessments) have been moved to a centralized location in one room. Paul Hall Center Instructor Eric Malzkuhn was instrumental in effecting this change. Two additional rooms that once housed simulators have been converted into one larger, air conditioned classrooms. The same upgrades were accomplished in a room that contained diesel simulators. Under the new setup, simulators are in one room and two new rooms have been earmarked for instruction.

## Advisory Board Discusses Security Issues

Continued from page 2

of the enforcement provisions would be in place by established deadlines.

At the conclusion of the panel's discussion on Maritime Security and a question/answer session, meeting participants formed two working groups to discuss another pair of issues which have come to the forefront in the maritime industry: shipboard food sanitation and towing/coastal licensing. John Dobson and J.C. Wiegman, both instructors at the Paul Hall Center, led the respective discussions.

In a related development, U.S. Homeland Security Department Secretary Tom Ridge on June 21 in Los Angeles announced that the nation's seaports are ready to meet the July 1 deadline for international maritime security standards. Ridge made the announcement after touring the ports of Long Beach and Los Angeles.

"I'm very pleased to announce as of today, the United States is in full compliance with the requirements of this new standard," Secretary Ridge said. "For the first time ever, through an international effort there will be one world standard for ship and port security."

New security measures are being implemented across the United States, providing for safer ports in America. With the implementation of these international standards, in advance of the July 1 deadline, the U.S. is better able to harden the port's physical infrastructure, verify the security of individual vessels before they approach a U.S. port, and better restrict access to the port area, the secretary noted.

"Over 80 percent of world trade travels by sea," Ridge



Jim Zok  
MarAd/ILO



Mayte Medina  
U.S. Coast Guard

added. "By taking a layered, cooperative and balanced approach to strengthening the international maritime system, we are not only further securing our country, we are also protecting U.S. economic interests and the global economy."

In addition to the international requirements of the International Ship and Port Facility Security Code, the United States has required vessels, maritime facilities and ports around the country to implement security measures by July 1, as part of the domestic Maritime Transportation Security Act that establishes a new, robust baseline of security for our nation's ports. Vessels and port facilities around the country are now on target to meet the July 1 deadline for these increased security measures, as well. An estimated 9,500 vessels, 3,200 facilities, and 40 off-shore oil or natural gas rigs are directly affected.

Secretary Ridge also called on all citizens to do their part. "Be alert to things that seem suspicious. Securing our ports and waterways is a team effort—everyone, from local govern-

ments and private citizens to the international community play an important role in ensuring that our waterways remain open for business."

Elsewhere, the Department of Homeland Security Appropriations Act, 2005 (H.R. 4567) has passed both the House of Representatives and the Senate and is being forwarded to the president for his signature and enactment into law.

Among other things, this bill provides the following funding: \$4.6 billion for operations of Customs and Border Protection; not less than \$321 million (with conditions) for the development of the Automated Commercial Environment; \$2.37 billion for operations of Immigration and Customs Enforcement; \$65 million for expenses related to maritime and land transportation security grants and services; \$5.17 billion for expenses of the Coast Guard; \$697 million (with conditions) for the USCG Integrated Deepwater System program; and \$125 million for port security grants.



Upgraders already are taking advantage of the upgraded facilities in the Logan Building. Above, Instructor Jay Henderson (standing) assists (from left) Olie Webber, Lionel Taylor and Richard Huffman.

## With Seafarers Aboard the Explorer



The Explorer paid off June 2 in Los Angeles. Among those pictured aboard the USSM vessel are (top photo) AB Al Moore, GUDE Saleh Ali, QMED Victor Viernes, AB Abdul Musaed, Steward/Baker William Burdette, AB Leo Bognoson, AB Samuel Hampshire and Chief Cook James Boss. Pictured below right are AB William Horton, AB Andres Mano and QEE Jimmie Robles. At left are Bosun Phil Corl and AB Al Moore.



## CIVMAR News

### Federal Employees' Group Life Insurance Program Sets 'Open Season'

The U.S. Office of Personnel Management (OPM) recently announced the first open season for the Federal Employees' Group Life Insurance Program (FEGLI) since 1999. The FEGLI 2004 Open Season will take place from Sept. 1 through Sept. 30, 2004, to celebrate the 50<sup>th</sup> anniversary of the program.

"The Federal Employees' Group Life Insurance Program is just one of the federal benefits that employees can use to plan for the future and to anticipate the fulfillment of essential responsibility to their families," said OPM Director Kay Coles James in announcing the open season May 25. "This will give federal employees the opportunity to make any adjustments they need to better plan for the future."

The FEGLI program consists of basic life insurance coverage and three options that include coverage for up to five times an employee's base salary

plus coverage for family members. In most cases, a new federal employee is automatically covered by basic life insurance. The types and amounts of coverages available are not changing.

During the open season, federal and U.S. Post Office employees in eligible positions may enroll in the FEGLI program or increase or change current coverage without having a physical or answering any questions about their health. The earliest that newly elected coverage will be effective is Sept. 1, 2005.

OPM offers much more information on line at <http://www.opm.gov/asd/htm/2004/04-203.asp>.

The federal government established the FEGLI program on Aug. 29, 1954. It is the largest group life insurance program in the world, covering over 4 million federal employees and retirees, as well as many of their family members.



**PORT ARTHUR, TEXAS** — Father Sinclair Oubre, president of the Apostleship of the Sea and an SIU member, delivers the invocation at Maritime Day ceremonies in Port Arthur, Texas. This year's celebration honored the men and women of the U.S. Merchant Marine—with special recognition to those who are serving in Operation Iraqi Freedom.

# ★ Nation Honors ★ Service & Sacrifice ★ Of Merchant Marine ★

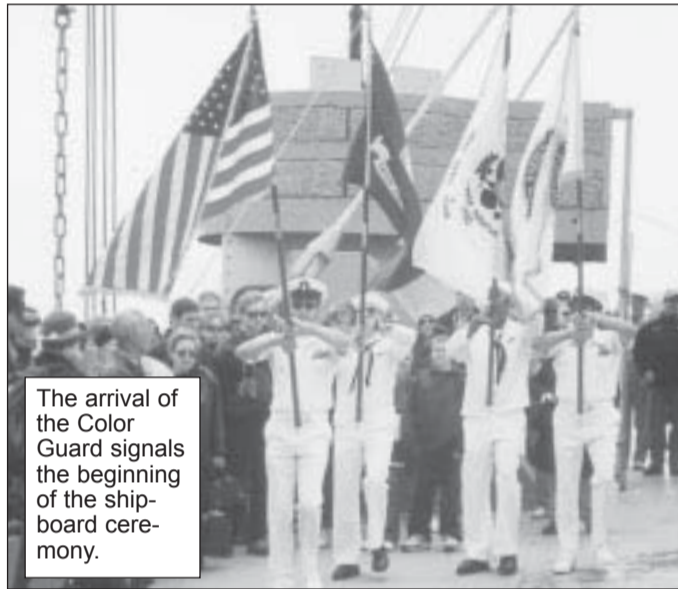
*Maritime Day was observed across the country in May to honor the courage, determination, service and sacrifice of the nation's Merchant Marine. The June 2004 issue of the Seafarers LOG covered the day's events from Washington, D.C. Some of the other celebrations, which took place in various U.S. ports, appear on this page.*

*"The officers and men of the Merchant Marine, by their devotion to duty in the face of enemy action, as well a natural danger of the sea, have brought us the tool to finish the job. Their contribution to final victory will long be remembered."*

—Gen. Dwight D. Eisenhower  
Maritime Day, 1945



**SAN PEDRO, CALIF.** — SIU Wilmington dispatcher Nick Rios (left) and SIU Wilmington Port Agent John Cox stand before the SIU/NMU wreath following a National Maritime Day observance and memorial service May 22. (Rios is wearing his Bronze Star and other medals from the Vietnam War.) The ceremony (below) took place at the American Merchant Marine Veterans Memorial, which was dedicated on May 22, 1989. Included among the speakers were Councilwoman Janice Hahn, State Senator Betty Karnette, Rep. Dana Rohrabacher (R-Calif.), Capt. Peter Neffenger of the U.S. Coast Guard, and Dr. William R. Eisenhardt, president of the California Maritime Academy.



The arrival of the Color Guard signals the beginning of the ship-board ceremony.



Chester Wheeler of the Government Services Division presents the SIU wreath.



**SAN FRANCISCO, CALIF.** — Maritime Day ceremonies were held May 22 aboard the Liberty Ship *Jeremiah O'Brien*. Capt. Patrick Moloney sailed the vessel out beyond the Golden Gate Bridge, where wreaths were laid in honor of all the maritime trades, services and unions. This memorial cruise was dedicated to the men and women serving in Afghanistan and Iraq. A wreath also was presented in memory of the late SIU VP West Coast George McCartney who died in March. In the photo at left, Captain Moloney poses with McCartney's wife, Helga (right), and daughter, Heidi.



SIU San Francisco Rep Archie Ware helped commemorate Maritime Day.

*"The men of our American Merchant Marine have pushed through despite the perils of the submarine, the dive bomber and the surface raider. They have returned voluntarily to their jobs at sea again and again, because they realized that the life-lines to our battle fronts would be broken if they did not carry out their vital part in this global war."*

—President Franklin D. Roosevelt, 1943



QMED Tommy Taylor (third from left), who was recognized for his 39 years of service with the SIU, poses with SIU VP Government Services Kermet Mangram (third from right) and members of the U.S. Coast Guard's Color Guard.

**NORFOLK, VA.** — QMED Tommy "Coastwise" Taylor was recognized by the Propeller Club during Maritime Day ceremonies for his 39 years of service with the SIU. Taylor, who comes from a long line of Seafarers, began sailing in 1965 on coal boats running between Norfolk and Amsterdam, Holland. He was aboard the *Joplin Victory* in Vietnam during the Tet offensive and on the *Stonewall Jackson* in the heavily mined Red Sea. Years later, he earned his nickname "Coastwise Tommy" because he would relieve Waterman crew members returning from overseas, so that they could spend a couple weeks with their families while their vessels discharged their cargos in ports from Norfolk to New Orleans.



Dave Brown (above, right) receives a commendation from MarAd for meritorious service as bosun aboard the *Flickertail State*. At right, Recertified Steward Mike Pooler is awarded a commendation for being a "good feeder" during the *Flickertail State's* mission to Haiti.







The APL Philippines, Cape Mohican and Manoa were three of the many SIU crewed ships calling on the port of San Francisco over the last few months.

# Sailing into San Francisco

## MANOA



Ivan Zuluaga Gomez  
Chief Steward



ACU Mohamed Wasel,  
Chief Steward Jill Prescott



Steven Sun  
Chief Cook



Muckbil Shaibi  
ACU

## LURLINE



Bonifacio Lozada  
Chief Cook



Lucille Aguilar  
Chief Steward

## APL PHILIPPINES



Clockwise (from left):  
Kenneth Lee, the ship's  
new chief cook, reports  
for work; ACU Hussain  
Ahmed; and Chief  
Steward Brian Burchett.



## CAPE MOHICAN



Clockwise (from top left): SIU San Francisco Rep Archie Ware and Bob Rogers, VP Operations at IUM; AB Jimmy Crate and Bosun Stephen Garay; and Chief Steward Louis Morris.

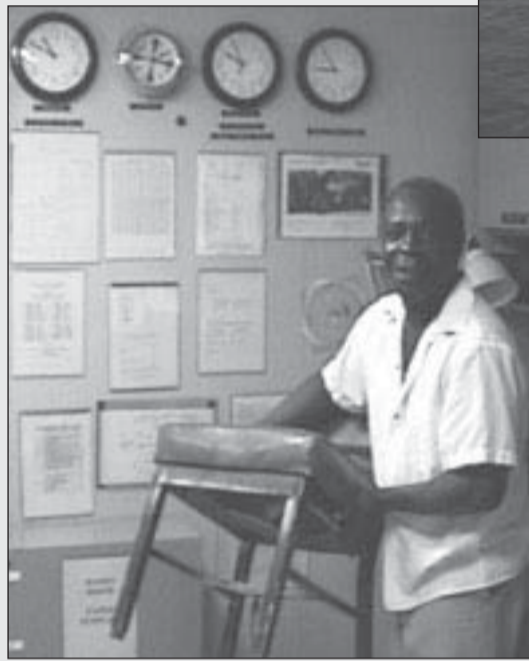


# Scenes from the Far East Aboard the LNG Libra

The SIU-crewed *Libra*, a liquid natural gas carrier, was launched in the United States in 1979. With a capacity of 126,300 cubic meters, the vessel carries its load from Indonesia to Japan. The carrier is owned by BGT, Ltd. and managed by Pronav Ship Management.

AB **David W. Collins** took most of the photos appearing on this page, and Bosun **Frank P. Hedge** sent them to the *LOG*.

Other SIU members aboard the *LNG Libra* during the voyage included ABs **Craig A. Pare, Lyle J. McCorison, Hector Barnes, Dennis M. Byrne** and **Robert Triano**; QMEDs **Paul E. Peterson, John G. Knott** and **Tran P. Luu**; GUDE **Brian D. McBride**; Steward **Vernon S. Thibodeaux**; Chief Cook **Jose E. Guzman**; and SAs **Jabr A. Matari, Paul Armstrong** and **Luis A. Sepulveda**.



# National Labor Division Helps Unions Back Israel

## Federation Continues Supporting Bonds Program

The Israel Bonds National Labor Division was created to perpetuate the historic ties between North American trade unionists and Israel. Under National Labor Division auspices, local, state and international trade unions have expressed support for Israel through events, delegations to Israel and investment in Israel bonds.

AFL-CIO President John Sweeney has endorsed the investment in Israel bonds, declaring, "We will continue to support the State of Israel by purchasing the bonds that build and strengthen Israel's economic infrastructure and create jobs for union workers in Israel."

Israel bond investments are helping to bring the following

projects—all of which will be built with union labor—to fruition:

- Laying the latest stretch of the Trans-Israel Highway, which eventually will connect the northern and southern sections of the country.
- Developing a new community in the Negev.
- Constructing what will ultimately be the world's largest

desalination plant along Israel's Mediterranean coast.

- Expanding Israel's international airport.
- Creating a light rail system to alleviate traffic and pollution.

Labor's solidarity with Israel has remained steadfast for decades. At its annual convention in 1917, the American Federation of Labor passed the movement's first resolution in support of

### SIU President Set for Award

SIU President Michael Sacco has been chosen to receive the Ben-Gurion Labor Award from the State of Israel Bonds National Labor Division, in recognition of the union's decades of support for the State of Israel. The award will be presented in November in Washington, D.C.

Jewish people's right to establish an independent nation in their historic homeland. At its 2001 constitutional convention, the AFL-CIO issued an unequivocal statement reaffirming Israel's right to exist in peace and security.

"The strong, durable relationship between the AFL-CIO and the State of Israel is a source of great pride to everyone associated with the American labor movement," Sweeney noted. "Our support for Israel is based on common values and ideals rooted in democracy and the inalienable rights of working men and women."

Morton Bahr, president of the Communications Workers of America, pointed out, Labor's ties with Israel pre-date the establishment of the state, and have only strengthened over the years. Israel is the only place in the Middle East where free trade unionism is a fact of life."

Cecil Roberts, International President of the United Mine Workers of America, added, "We reach out to the people and State



AFL-CIO President  
John Sweeney

of Israel because they deserve the support of the American labor movement."

The Israel Bonds organization itself was founded in 1951. It serves as a bridge between Israel and its friends and supporters throughout the world.

For more information, visit [www.israelbonds.com](http://www.israelbonds.com).

### Boat Lifting in Long Beach

A recent visit by SIU Port Agent John Cox to the Port of Long Beach, Calif. found Seafarer Paul Jernstrom (right) lifting one of American Marine Corp.'s dive boats from the pier to the water. The boat is powered through a transformer on an "alternative maritime power" (AMP) barge, eliminating stack emissions.



## Raymond Ebeling, Robert Magee Selected for 2004 AOTOS Award

The 2004 United Seamen's Service (USS) Admiral of the Ocean Sea Award will be presented to Raymond P. Ebeling, chairman and president of American Roll-On Roll-Off Carrier (ARC), and Robert P. Magee, chairman and CEO of Totem Ocean Trailer Express (TOTE).

The honors will be awarded at an industry dinner and dance scheduled for Nov. 5 at the Sheraton New York Hotel and Towers in New York City. John Bowers, chairman of the USS AOTOS Committee and president of the International Longshoremen's Association, AFL-CIO, made the announcement.

"These two industry leaders from management we salute this year represent the finest in American spirit," said Bowers. "Mr. Ebeling's career has spanned some of the finest companies in American shipping and Bob Magee has been a career maritime man at sea, on shore and in shipbuilding."

Bowers added, "Our recipients have been selected by those who know them best—international transportation leaders who understand very well the challenges and issues that confront United States shipping and American seafarers and who wish to recognize leadership in this area."

Raymond Ebeling and Robert Magee led the field of nominees for the award, solicited by USS from more than 200 maritime management, labor and government officials. All proceeds from the event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries. Both recipients will share the evening with a group of American seafarers who will be honored for specific acts of bravery at sea.

Ebeling has been president and chairman of SIU-contracted ARC, a U.S.-flag liner service ocean carrier, since 1990. The carrier operates three American-flag ships between the United States and Northern Europe, and



Robert P. Magee,  
chairman and CEO,  
Totem Ocean Trailer Express



Raymond P. Ebeling, chairman  
and president, American  
Roll-On Roll-Off Carrier

two U.S.-flag vessels between the U.S. and the Mediterranean and Black Seas, and the latter of which carry most of the U.S. military vehicles in those trades. He also is president and chairman of American Auto Logistics (AAL), a logistics management firm that manages the worldwide movement of military service member's vehicles for the U.S. Department of Defense.

Ebeling has served on several advisory commissions to the U.S. government including appointment by President Bush as Commissioner on the Advisory Commission on Conferences in Ocean Shipping. Ebeling was awarded the National Transportation Award by the National Defense Transportation Association (NDTA) and the Herb Brand Award by the AFL-CIO Maritime Trades Department for "dedication to a strong and viable American Maritime Industry."

Robert Magee's professional career has always been associated with the maritime industry. A graduate of the U.S. Merchant Marine Academy at Kings Point, he served as a deck officer before becoming a manager with Sun Shipbuilding, where he was instrumental in establishing a new Sun Shipbuilding subsidiary, Seafarers-contracted Totem

Ocean Trailer Express, Inc.

Following a stint as senior vice president with Puerto Rico Marine Management, Inc., he returned to TOTE as vice president and later as chairman and CEO. The American Shipping Group he now heads is a holding company that comprises the blue water domestic and military support shipping businesses of Saltchuk Resources. These businesses include: Totem Ocean Trailer Express, which owns and operates five ships and 1,500 trailers and Alaska trade; Sea Star Line L.L.C., which operates between Florida and Puerto Rico with two RO/RO-container vessels and is a partnership with Matson Navigation and Taino Star Investments; and Interocean Uglan Management, a technical ship management and ship crewing company that manages and operates 22 vessels—11 of which are in the U.S. Maritime Administration's Ready Reserve Force.

His achievements have included an awareness of environmental responsibilities. The new TOTE diesel-electronic Orca class vessels, have received awards for environmental design elements from government entities in the United States and Canada.

### Attention Seafarers:





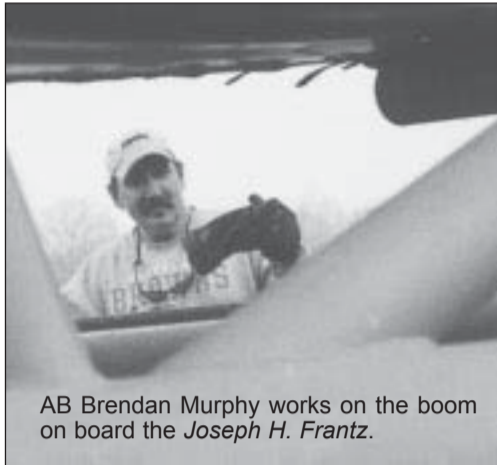
ABs Larry Curnow (top) and John Anderson work on the deck of the *Joseph H. Frantz* at fitout in Toledo, Ohio.



AB Ray Spooner operates the hatch crane aboard the *American Mariner*.



Aboard the *Indiana Harbor* at the Detroit Edison plant in St. Clair, Mich. are UA Jamal Ricks (left) and AB William Padgett.



AB Brendan Murphy works on the boom on board the *Joseph H. Frantz*.



The gateman on the *Sam Laud* is Baisel Kuvshnikov.



Hosing down the cargo hold on the *Indiana Harbor* is AB James Davison.



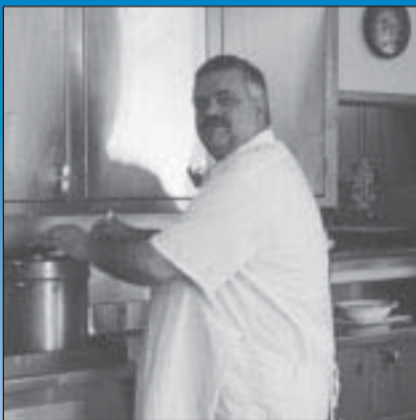
Ahmed Kaid is an SA on the *John J. Boland*.



AB Mike Locke tends to the lines on the deck of the Great Lakes Towing tug *Idaho* in Toledo, Ohio.



AB Charles Richardson works during fitout on the *Sam Laud* in Sturgeon Bay, Wis.



Harry Petersen, the 2<sup>nd</sup> cook on the *Buffalo*, gives the pot a stir.



The use of safety gear is important when working aboard the *Southdown Conquest*.

# Great Lakes HELP KEEP U.S. E

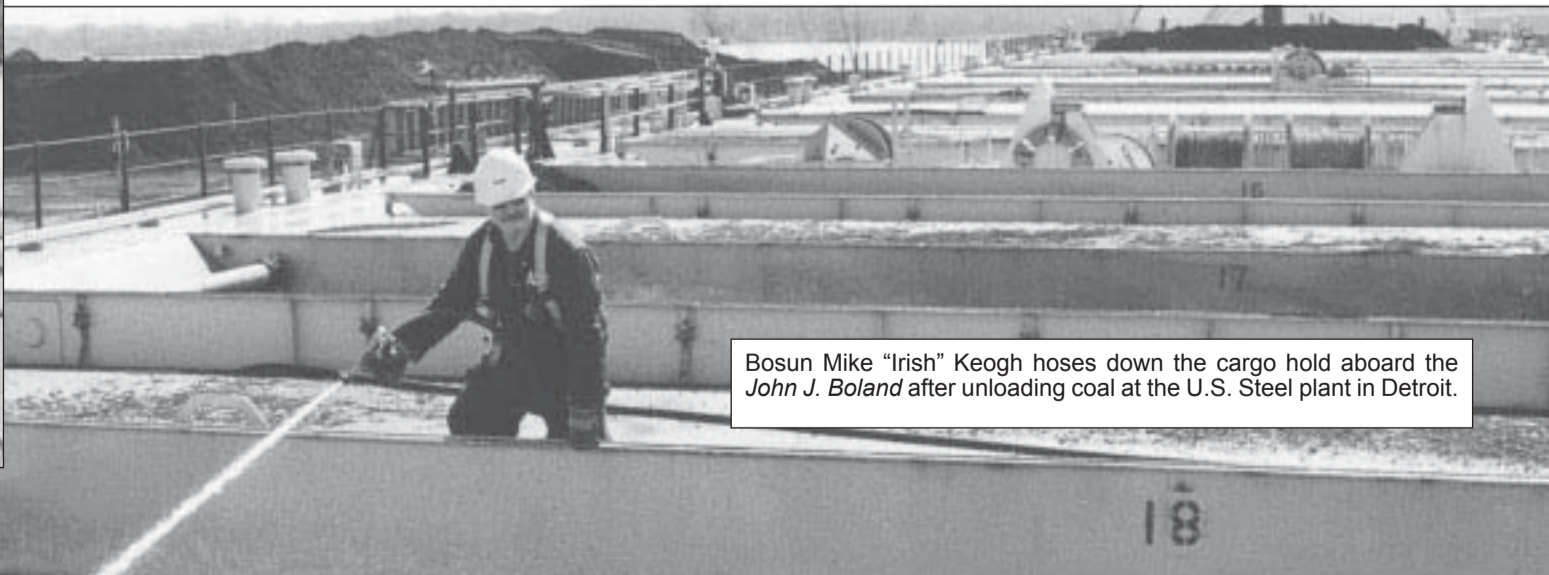
The Great Lakes region represents a multi-billion dollar component of the United States economy, and SIU members consistently do their part to keep waterborne cargo safely moving throughout the area.

Seafarers transport approximately half of all cargo that is shipped on Lakes Erie, Huron, Michigan, Ontario and Superior. SIU members in those areas sail aboard self-unloaders, cement carriers, tankers, tugs and barges, dredges and more. The largest SIU-crewed ships on the Great Lakes exceed

1,000 feet apiece.

Cargoes consist of iron ore, stone, coal, cement, salt, sand, grain and liquid-bulk products. The region's top economic activities include steel production (which relies on some of the aforementioned cargoes), industrial manufacturing and agriculture.

SIU Vice President Great Lakes Tom Orzechowski noted that Great Lakes shipping "has been very good this year. We've got jobs ranging from 30 to 120 days, and we've seen



Bosun Mike "Irish" Keogh hoses down the cargo hold aboard the *John J. Boland* after unloading coal at the U.S. Steel plant in Detroit.



Licensed Apprentices Timothy Bauer (left) and Mark Kane (right) learn from Conveyorman Richard Mullins aboard the *John J. Boland*.



From the left aboard the *Sam Laud* are DEU Ahmed Nasser, DEU Ken Troy and AB Walter Sipper.



Bosun Ron Bochek (left) directs the DEU operating the hatch crane aboard the *Sam Laud*.



Monita Vineyard is an OS on board the *Southdown Challenger*.



Serving up some lunch on the *American Mariner* is 2<sup>nd</sup> Cook Phil Martin.



All is well aboard the *Southdown Conquest*. From the left are AB Mike Kelley, Cook Gerald Rifembark, AB Larry Budnick, AMO Engineer Don McDonald and AB Brian Goudy.

# s Seafarers CONOMY MOVING

more and more members who normally sail deep sea, taking relief jobs on the lakes. That's a credit to the new shipping rules and the new (Great Lakes) agreement that's similar to the standard contract for deep sea."

For the year, Great Lakes cargoes are up significantly—partly because of better weather this year compared to last year. In the past, U.S.-flag Great Lakes ships have moved more than 125 million tons in a year.

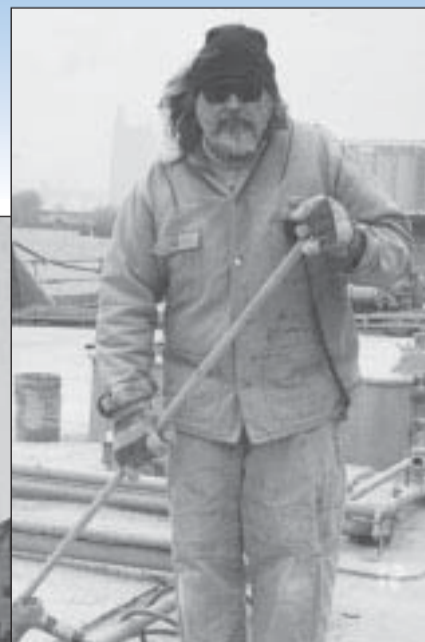
The increased traffic in 2004 is good news for Seafarers,

but it's not the only welcome story in that region. In recent months, employees at two companies (Laken Shipping and also Buffalo Industrial Diving) voted to join the SIU. Also, SIU-contracted Hannah Marine recently brought in a new oil barge.

"These developments all point to people having confidence in the SIU, confidence in our crews," Orzechowski said. "They know we're in this for the long haul and we're committed to providing well-trained, loyal crew members."

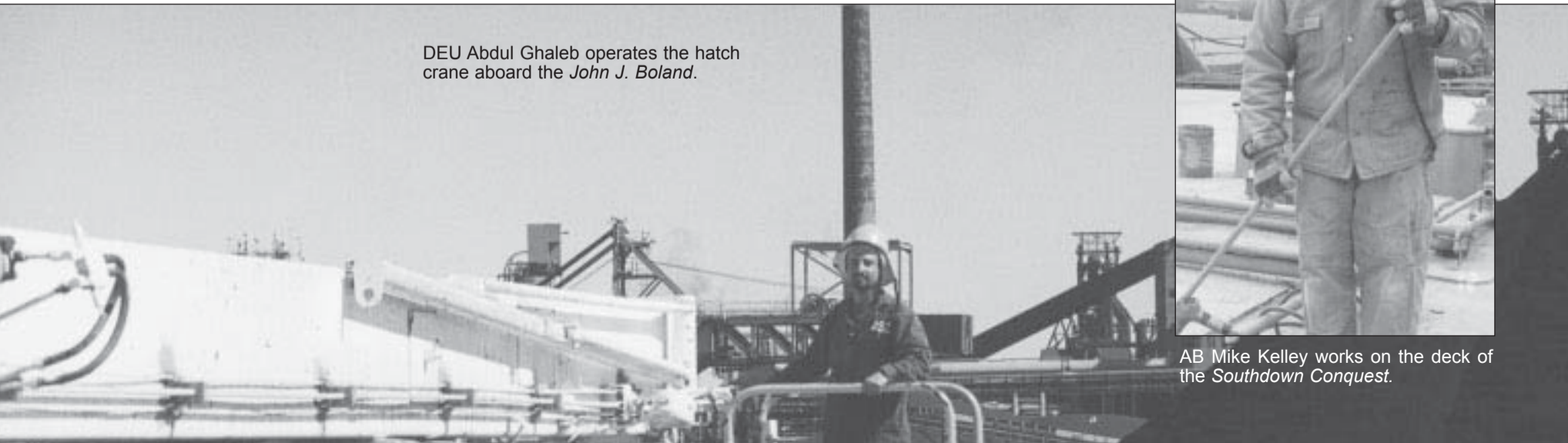


SA William Agnello poses in the galley of the *Buffalo*.



AB Mike Kelley works on the deck of the *Southdown Conquest*.

DEU Abdul Ghaleb operates the hatch crane aboard the *John J. Boland*.



## Congratulations, Graduates!



SIU President Michael Sacco (right photo, at podium) offers his congratulations and encouragement to graduates of the unlicensed apprentice program June 11 at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The SIU president told the graduates (also pictured at left) that he is confident in a strong future for the union, the school and the entire U.S. Merchant Marine. For detailed information on the apprentice program, visit the Paul Hall Center section of [www.seafarers.org](http://www.seafarers.org).



### SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

#### Keep the Plan Informed of Your Address Changes

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

#### Update Your Beneficiary Designations

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

#### Inform the Plan of Your Divorce

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

#### Full-time College Students

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

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

### SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2003. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by the Trust. Plan expenses were \$12,590,672. These expenses included \$920,244 in administrative expenses and \$11,670,428 in benefits paid to participants and beneficiaries. A total of 3,929 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of the plan assets, after subtracting liabilities of the plan, was \$137,395,691 as of July 31, 2003, compared to \$139,693,037 as of August 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$2,297,346. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is the difference between the value of the Plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$10,293,326, including employer contributions of \$34,378, gains of \$1,175,214 from the sale of assets, earnings from investments of \$9,075,571 and other income of \$8,163.

#### Minimum Funding Standards

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

#### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Pension Plan, who is the administrator, 1422 Market Street, San Francisco CA 94102, telephone (415) 437-6850. The charge to cover copying costs will be \$9.50 for the full annual report, or \$0.25 per page for any part thereof.

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

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

## Crowley Credits SIU's Tacoma Hall

An official from SIU-contracted Crowley Liner Services recently wrote to SIU President Michael Sacco to convey appreciation for the efforts of officials at the union's hall in Tacoma, Wash.

Edwin Colon, crewing coordinator at Crowley, noted that in answering the call for the first two phases of Operation Iraqi Freedom, "Many Crowley Liner Services ships have been called into service with very short notice and critical deadlines to meet in order to deliver the goods and satisfy our obligations... We would like to take this opportunity to express our sincere appreciation for the invaluable assistance rendered by the SIU hall in Tacoma, Wash."

Colon continued, "In particular, (Assistant Vice

President) Donnie Anderson has been a tremendous help in many cases where we had very critical need and he saved the day on such occasions. In addition, (Port Agent) Bryan Powell and the other officials there all regularly go above and beyond the call of duty to assure the swift and effective crewing of our ships and deal with any other labor issues that may arise."

He concluded, "As a union hall, we feel Tacoma demonstrates a work ethic and commitment that goes above and beyond most. We feel that the hard work and commitment shown by this particular group of individuals should be recognized and rewarded. Please convey to them our gratitude and appreciation."

### IMPORTANT NOTICE:

### SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

#### HEALTH CARE CONTINUATION

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

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

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

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

### SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS PLAN, INC

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Plan, Inc., EIN 94-1431246, for the year ended July 31, 2003. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

#### Basic Financial Statements

The value of the plan assets, after subtracting liabilities of the plan was \$2,109,227 as of July 31, 2003, compared to \$2,535,841 as of August 1, 2002. During the plan year, the plan experienced a decrease in its net assets of \$426,614. During the plan year, the plan had total income of \$8,612,666, including employer contributions of \$8,567,523, earnings from investments of \$42,841 and other income of \$2,302.

Plan expenses were \$9,039,280. These expenses included \$472,106 in administrative expenses, and \$8,567,174 in benefits paid to participants and beneficiaries.

#### Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;

3. Assets held for investment; and
4. Transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Plan, Inc., at 1422 Market Street, San Francisco, CA 94102; telephone number (415) 437-6832. The charge to cover copying costs will be \$2.25 for the full annual report, or \$0.25 per page for any part thereof.

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

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

# Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2004

| Port                          | *TOTAL REGISTERED<br>All Groups |            |            | TOTAL SHIPPED<br>All Groups |            |            | Trip<br>Reliefs | **REGISTERED ON BEACH<br>All Groups |            |            |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
|                               | Class A                         | Class B    | Class C    | Class A                     | Class B    | Class C    |                 | Class A                             | Class B    | Class C    |
| <b>DECK DEPARTMENT</b>        |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 2          | 1                           | 0          | 1          | 0               | 1                                   | 3          | 3          |
| Baltimore                     | 3                               | 7          | 3          | 7                           | 6          | 2          | 0               | 5                                   | 6          | 3          |
| Guam                          | 1                               | 1          | 2          | 0                           | 3          | 0          | 0               | 2                                   | 5          | 2          |
| Honolulu                      | 3                               | 5          | 6          | 6                           | 4          | 1          | 1               | 11                                  | 13         | 5          |
| Houston                       | 24                              | 15         | 22         | 23                          | 11         | 9          | 24              | 42                                  | 18         | 38         |
| Jacksonville                  | 38                              | 38         | 16         | 22                          | 30         | 6          | 21              | 63                                  | 44         | 33         |
| Joliet                        | 0                               | 0          | 1          | 0                           | 1          | 0          | 0               | 0                                   | 0          | 1          |
| Mobile                        | 19                              | 11         | 4          | 11                          | 7          | 2          | 7               | 29                                  | 16         | 9          |
| New Orleans                   | 23                              | 16         | 13         | 15                          | 16         | 4          | 13              | 23                                  | 15         | 23         |
| New York                      | 32                              | 22         | 14         | 19                          | 21         | 9          | 26              | 45                                  | 25         | 33         |
| Norfolk                       | 14                              | 15         | 7          | 10                          | 12         | 6          | 12              | 21                                  | 27         | 11         |
| Philadelphia                  | 9                               | 3          | 2          | 3                           | 2          | 0          | 0               | 10                                  | 5          | 5          |
| Piney Point                   | 1                               | 26         | 7          | 0                           | 6          | 5          | 2               | 3                                   | 35         | 3          |
| Puerto Rico                   | 12                              | 6          | 1          | 6                           | 8          | 1          | 4               | 12                                  | 8          | 2          |
| San Francisco                 | 30                              | 12         | 5          | 13                          | 9          | 2          | 13              | 40                                  | 17         | 13         |
| St. Louis                     | 0                               | 4          | 3          | 0                           | 2          | 2          | 0               | 2                                   | 7          | 5          |
| Tacoma                        | 35                              | 20         | 24         | 23                          | 18         | 10         | 24              | 60                                  | 44         | 33         |
| Wilmington                    | 28                              | 26         | 10         | 17                          | 17         | 4          | 9               | 38                                  | 42         | 28         |
| <b>Totals</b>                 | <b>272</b>                      | <b>227</b> | <b>142</b> | <b>176</b>                  | <b>173</b> | <b>64</b>  | <b>156</b>      | <b>407</b>                          | <b>330</b> | <b>250</b> |
| <b>ENGINE DEPARTMENT</b>      |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 0          | 0          | 1                           | 0          | 2          | 0               | 0                                   | 1          | 3          |
| Baltimore                     | 4                               | 5          | 0          | 5                           | 4          | 1          | 1               | 5                                   | 5          | 0          |
| Guam                          | 1                               | 1          | 0          | 1                           | 3          | 0          | 1               | 1                                   | 2          | 0          |
| Honolulu                      | 4                               | 2          | 0          | 10                          | 1          | 0          | 5               | 11                                  | 8          | 1          |
| Houston                       | 13                              | 5          | 10         | 11                          | 4          | 3          | 5               | 16                                  | 15         | 13         |
| Jacksonville                  | 18                              | 20         | 10         | 14                          | 20         | 4          | 11              | 30                                  | 45         | 15         |
| Joliet                        | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 0          | 0          |
| Mobile                        | 7                               | 7          | 4          | 4                           | 5          | 1          | 2               | 12                                  | 7          | 4          |
| New Orleans                   | 4                               | 9          | 1          | 9                           | 4          | 1          | 2               | 13                                  | 18         | 6          |
| New York                      | 15                              | 11         | 5          | 6                           | 7          | 3          | 5               | 21                                  | 16         | 14         |
| Norfolk                       | 7                               | 12         | 6          | 6                           | 6          | 1          | 3               | 13                                  | 24         | 7          |
| Philadelphia                  | 3                               | 4          | 1          | 0                           | 4          | 1          | 2               | 6                                   | 4          | 1          |
| Piney Point                   | 1                               | 1          | 0          | 4                           | 2          | 0          | 1               | 3                                   | 2          | 0          |
| Puerto Rico                   | 3                               | 4          | 1          | 3                           | 5          | 0          | 8               | 3                                   | 2          | 1          |
| San Francisco                 | 8                               | 15         | 0          | 8                           | 8          | 1          | 9               | 17                                  | 16         | 2          |
| St. Louis                     | 2                               | 1          | 2          | 1                           | 0          | 1          | 1               | 3                                   | 4          | 2          |
| Tacoma                        | 9                               | 16         | 3          | 5                           | 8          | 1          | 6               | 20                                  | 25         | 8          |
| Wilmington                    | 8                               | 12         | 4          | 3                           | 8          | 2          | 3               | 14                                  | 14         | 9          |
| <b>Totals</b>                 | <b>107</b>                      | <b>125</b> | <b>47</b>  | <b>91</b>                   | <b>89</b>  | <b>22</b>  | <b>65</b>       | <b>188</b>                          | <b>208</b> | <b>86</b>  |
| <b>STEWARD DEPARTMENT</b>     |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 2          | 0          | 1                           | 0          | 0          | 0               | 0                                   | 3          | 1          |
| Baltimore                     | 3                               | 1          | 1          | 4                           | 1          | 2          | 0               | 3                                   | 1          | 0          |
| Guam                          | 1                               | 2          | 0          | 0                           | 0          | 0          | 0               | 1                                   | 2          | 0          |
| Honolulu                      | 9                               | 4          | 0          | 10                          | 5          | 0          | 3               | 17                                  | 9          | 1          |
| Houston                       | 18                              | 6          | 1          | 9                           | 2          | 3          | 6               | 25                                  | 6          | 5          |
| Jacksonville                  | 23                              | 13         | 7          | 14                          | 8          | 7          | 8               | 30                                  | 20         | 11         |
| Joliet                        | 0                               | 1          | 0          | 0                           | 1          | 0          | 0               | 0                                   | 0          | 0          |
| Mobile                        | 10                              | 4          | 1          | 4                           | 3          | 0          | 0               | 11                                  | 8          | 1          |
| New Orleans                   | 11                              | 5          | 0          | 6                           | 4          | 0          | 3               | 15                                  | 10         | 2          |
| New York                      | 14                              | 7          | 1          | 9                           | 3          | 0          | 6               | 29                                  | 17         | 9          |
| Norfolk                       | 8                               | 13         | 3          | 4                           | 11         | 6          | 0               | 13                                  | 18         | 7          |
| Philadelphia                  | 2                               | 0          | 0          | 1                           | 0          | 1          | 0               | 4                                   | 1          | 0          |
| Piney Point                   | 4                               | 4          | 0          | 2                           | 2          | 0          | 0               | 6                                   | 5          | 0          |
| Puerto Rico                   | 1                               | 1          | 0          | 0                           | 2          | 0          | 1               | 4                                   | 1          | 0          |
| San Francisco                 | 26                              | 4          | 2          | 17                          | 3          | 1          | 9               | 39                                  | 7          | 2          |
| St. Louis                     | 1                               | 1          | 0          | 0                           | 1          | 0          | 0               | 2                                   | 0          | 1          |
| Tacoma                        | 23                              | 6          | 1          | 19                          | 5          | 3          | 10              | 36                                  | 7          | 7          |
| Wilmington                    | 23                              | 11         | 3          | 15                          | 8          | 4          | 7               | 34                                  | 10         | 8          |
| <b>Totals</b>                 | <b>177</b>                      | <b>85</b>  | <b>20</b>  | <b>115</b>                  | <b>59</b>  | <b>27</b>  | <b>53</b>       | <b>269</b>                          | <b>125</b> | <b>55</b>  |
| <b>ENTRY DEPARTMENT</b>       |                                 |            |            |                             |            |            |                 |                                     |            |            |
| Algonac                       | 0                               | 2          | 4          | 0                           | 1          | 2          | 0               | 0                                   | 2          | 5          |
| Baltimore                     | 0                               | 4          | 4          | 0                           | 5          | 0          | 0               | 0                                   | 1          | 7          |
| Guam                          | 0                               | 0          | 1          | 0                           | 0          | 0          | 0               | 0                                   | 4          | 3          |
| Honolulu                      | 5                               | 12         | 4          | 7                           | 5          | 2          | 0               | 4                                   | 25         | 17         |
| Houston                       | 5                               | 13         | 25         | 3                           | 16         | 7          | 0               | 8                                   | 20         | 42         |
| Jacksonville                  | 7                               | 17         | 22         | 2                           | 9          | 10         | 0               | 9                                   | 35         | 39         |
| Joliet                        | 0                               | 0          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 1          | 0          |
| Mobile                        | 2                               | 4          | 2          | 1                           | 5          | 1          | 0               | 1                                   | 8          | 2          |
| New Orleans                   | 1                               | 6          | 6          | 2                           | 6          | 3          | 0               | 2                                   | 7          | 16         |
| New York                      | 3                               | 28         | 33         | 0                           | 20         | 4          | 0               | 8                                   | 51         | 70         |
| Norfolk                       | 0                               | 8          | 14         | 0                           | 2          | 11         | 0               | 0                                   | 16         | 17         |
| Philadelphia                  | 0                               | 2          | 1          | 0                           | 1          | 0          | 0               | 0                                   | 2          | 4          |
| Piney Point                   | 0                               | 22         | 21         | 0                           | 9          | 6          | 0               | 0                                   | 23         | 40         |
| Puerto Rico                   | 0                               | 2          | 1          | 2                           | 2          | 0          | 0               | 2                                   | 4          | 2          |
| San Francisco                 | 5                               | 15         | 10         | 2                           | 9          | 3          | 0               | 9                                   | 21         | 16         |
| St. Louis                     | 0                               | 1          | 0          | 0                           | 0          | 0          | 0               | 0                                   | 3          | 1          |
| Tacoma                        | 8                               | 21         | 25         | 3                           | 12         | 7          | 0               | 10                                  | 34         | 45         |
| Wilmington                    | 6                               | 8          | 16         | 2                           | 3          | 3          | 0               | 6                                   | 15         | 28         |
| <b>Totals</b>                 | <b>42</b>                       | <b>165</b> | <b>189</b> | <b>24</b>                   | <b>105</b> | <b>59</b>  | <b>0</b>        | <b>59</b>                           | <b>272</b> | <b>354</b> |
| <b>Totals All Departments</b> | <b>598</b>                      | <b>602</b> | <b>398</b> | <b>406</b>                  | <b>426</b> | <b>172</b> | <b>274</b>      | <b>923</b>                          | <b>935</b> | <b>745</b> |

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

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

## August & September 2004 Membership Meetings

|                 |  |
|-----------------|--|
| Piney Point     | Monday: August 2   |
|                 | Tuesday: September 7*                                    |
|                 | <i>*(change created by Labor Day holiday)</i>            |
| Algonac         | Friday: August 6, September 10                           |
| Baltimore       | Thursday: August 5, September 9                          |
| Boston          | Friday: August 6, September 10                           |
| Duluth          | Wednesday: August 11, September 15                       |
| Guam            | Thursday: August 19, September 23                        |
| Honolulu        | Friday: August 13, September 17                          |
| Houston         | Monday: August 9, September 13                           |
| Jacksonville    | Thursday: August 5, September 9                          |
| Joliet          | Thursday: August 12, September 16                        |
| Mobile          | Wednesday: August 11, September 15                       |
| New Orleans     | Tuesday: August 10, September 14                         |
| New York        | Tuesday: August 3, September 7                           |
| Norfolk         | Thursday: August 5, September 9                          |
| Philadelphia    | Wednesday: August 4, September 8                         |
| Port Everglades | Thursday: August 12, September 16                        |
| San Francisco   | Thursday: August 12, September 16                        |
| San Juan        | Thursday: August 5, September 9                          |
| St. Louis       | Friday: August 13, September 17                          |
| Tacoma          | Friday: August 20, September 24                          |
| Wilmington      | Tuesday: August 17*                                      |
|                 | Monday: September 20                                     |
|                 | <i>*(change created by Paul Hall's birthday holiday)</i> |

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

## Personals

**ROBERT GOLDSON**

Please contact Lucinda Jones at 3114 Dumbarton Road, Richmond, VA 23228; telephone (804) 553-8181.



Union Plus gives Seafarers and their families access to many cost-saving benefits programs. The SIU participates in a number of the programs, including credit card, mortgage and real estate, life insurance, health savings, auto insurance, education services and more. Below is one of the newer options. For more information, visit Union Plus at [www.unionplus.org](http://www.unionplus.org).

Union Plus Hotel Discounts

## Stay at Union Hotels and Save

Stay at union hotels in popular vacation destinations. During your stay you will support union workers and receive great rates.



For more information and to make reservations visit:  
[www.unionplus.org/hoteldiscounts](http://www.unionplus.org/hoteldiscounts)



Working Like Working Families

## Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

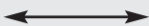
Joseph T. Soresi, Vice President Atlantic Coast

Kermet Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

P.O. Box 31542, Tamuning, Guam 96931-5242  
125 Sunny Plaza, Suite 301-E  
Tun Jesus Crisostomo St., Tamuning, Guam 96911  
(671) 647-1350

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 832-8767

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

### SANTURCE

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

### ST. LOUIS

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

MAY 16 — JUNE 15, 2004

| Port                   | TOTAL REGISTERED |          |           | TOTAL SHIPPED |          |           | Trip Reliefs | REGISTERED ON BEACH |           |           |
|------------------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
|                        | Group I          | Group II | Group III | Group I       | Group II | Group III |              | Group I             | Group II  | Group III |
| <b>DECK DEPARTMENT</b> |                  |          |           |               |          |           |              |                     |           |           |
| Boston                 | 0                | 0        | 0         | 0             | 0        | 0         | 1            | 0                   | 0         | 0         |
| Houston                | 10               | 0        | 4         | 11            | 0        | 3         | 11           | 29                  | 5         | 30        |
| Jacksonville           | 2                | 0        | 1         | 7             | 0        | 2         | 2            | 12                  | 4         | 7         |
| New Orleans            | 4                | 1        | 2         | 3             | 1        | 0         | 2            | 11                  | 5         | 13        |
| New York               | 14               | 1        | 3         | 12            | 3        | 3         | 9            | 36                  | 3         | 0         |
| Norfolk                | 0                | 0        | 0         | 1             | 0        | 0         | 0            | 2                   | 0         | 0         |
| Tacoma                 | 1                | 0        | 0         | 1             | 0        | 0         | 0            | 1                   | 0         | 0         |
| Wilmington             | 9                | 1        | 5         | 9             | 1        | 5         | 5            | 21                  | 8         | 0         |
| <b>Totals</b>          | <b>40</b>        | <b>3</b> | <b>15</b> | <b>44</b>     | <b>5</b> | <b>13</b> | <b>30</b>    | <b>130</b>          | <b>25</b> | <b>50</b> |

| Port                     | TOTAL REGISTERED |          |           | TOTAL SHIPPED |          |           | Trip Reliefs | REGISTERED ON BEACH |           |           |
|--------------------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
|                          | Group I          | Group II | Group III | Group I       | Group II | Group III |              | Group I             | Group II  | Group III |
| <b>ENGINE DEPARTMENT</b> |                  |          |           |               |          |           |              |                     |           |           |
| Boston                   | 0                | 0        | 0         | 0             | 0        | 0         | 2            | 0                   | 0         | 0         |
| Houston                  | 3                | 1        | 0         | 6             | 3        | 0         | 4            | 13                  | 6         | 19        |
| Jacksonville             | 5                | 0        | 0         | 4             | 0        | 0         | 3            | 10                  | 4         | 5         |
| New Orleans              | 1                | 0        | 1         | 1             | 0        | 0         | 1            | 6                   | 1         | 11        |
| New York                 | 10               | 2        | 2         | 5             | 0        | 2         | 4            | 14                  | 3         | 0         |
| Norfolk                  | 1                | 0        | 0         | 0             | 0        | 0         | 0            | 2                   | 0         | 0         |
| Tacoma                   | 1                | 1        | 2         | 1             | 0        | 2         | 3            | 3                   | 1         | 0         |
| Wilmington               | 6                | 0        | 3         | 3             | 0        | 2         | 1            | 20                  | 2         | 0         |
| <b>Totals</b>            | <b>27</b>        | <b>4</b> | <b>8</b>  | <b>20</b>     | <b>3</b> | <b>6</b>  | <b>18</b>    | <b>68</b>           | <b>17</b> | <b>35</b> |

| Port                      | TOTAL REGISTERED |          |           | TOTAL SHIPPED |          |           | Trip Reliefs | REGISTERED ON BEACH |           |           |
|---------------------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|-----------|-----------|
|                           | Group I          | Group II | Group III | Group I       | Group II | Group III |              | Group I             | Group II  | Group III |
| <b>STEWARD DEPARTMENT</b> |                  |          |           |               |          |           |              |                     |           |           |
| Boston                    | 0                | 0        | 0         | 0             | 0        | 0         | 1            | 0                   | 0         | 0         |
| Houston                   | 1                | 1        | 2         | 1             | 0        | 2         | 2            | 7                   | 3         | 20        |
| Jacksonville              | 4                | 1        | 0         | 3             | 1        | 0         | 2            | 7                   | 1         | 4         |
| New Orleans               | 2                | 1        | 1         | 2             | 0        | 0         | 1            | 6                   | 4         | 11        |
| New York                  | 4                | 4        | 1         | 2             | 3        | 1         | 3            | 10                  | 16        | 0         |
| Norfolk                   | 1                | 0        | 0         | 1             | 0        | 0         | 1            | 1                   | 0         | 0         |
| Tacoma                    | 1                | 0        | 1         | 1             | 0        | 1         | 0            | 1                   | 2         | 0         |
| Wilmington                | 6                | 2        | 3         | 4             | 0        | 3         | 1            | 10                  | 5         | 1         |
| <b>Totals</b>             | <b>19</b>        | <b>9</b> | <b>8</b>  | <b>14</b>     | <b>4</b> | <b>7</b>  | <b>11</b>    | <b>42</b>           | <b>31</b> | <b>36</b> |

| Port                    | TOTAL REGISTERED |          |           | TOTAL SHIPPED |          |           | Trip Reliefs | REGISTERED ON BEACH |          |           |
|-------------------------|------------------|----------|-----------|---------------|----------|-----------|--------------|---------------------|----------|-----------|
|                         | Group I          | Group II | Group III | Group I       | Group II | Group III |              | Group I             | Group II | Group III |
| <b>ENTRY DEPARTMENT</b> |                  |          |           |               |          |           |              |                     |          |           |
| Boston                  | 0                | 0        | 0         | 0             | 0        | 0         | 1            | 0                   | 0        | 0         |
| Houston                 | 0                | 0        | 0         | 0             | 0        | 0         | 2            | 0                   | 0        | 0         |
| Jacksonville            | 0                | 0        | 0         | 0             | 0        | 0         | 0            | 0                   | 0        | 0         |
| New Orleans             | 0                | 0        | 0         | 0             | 0        | 0         | 0            | 0                   | 0        | 0         |
| New York                | 0                | 0        | 0         | 0             | 0        | 0         | 3            | 0                   | 0        | 0         |
| Norfolk                 | 0                | 0        | 0         | 0             | 0        | 0         | 0            | 0                   | 0        | 0         |
| Tacoma                  | 0                | 0        | 0         | 0             | 0        | 0         | 1            | 0                   | 0        | 0         |
| Wilmington              | 0                | 0        | 0         | 0             | 0        | 0         | 1            | 0                   | 0        | 0         |
| <b>Totals</b>           | <b>0</b>         | <b>0</b> | <b>0</b>  | <b>0</b>      | <b>0</b> | <b>0</b>  | <b>8</b>     | <b>0</b>            | <b>0</b> | <b>3</b>  |

| Totals All Departments | 86 | 16 | 31 | 78 | 12 | 26 | 67 | 222 | 73 | 121 |
|------------------------|----|----|----|----|----|----|----|-----|----|-----|
|------------------------|----|----|----|----|----|----|----|-----|----|-----|

## PIC-FROM-THE-PAST

This photo was sent to the LOG by Adonis Ard Sr. of Bogalusa, La. It was taken in November 1967 in front of the mess hall at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Ard, now 53, is the young man on the right. He doesn't remember the two other students. Can anyone identify them? Still sailing as an AB, Ard most recently worked aboard the Lykes Navigator.



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**

**ALI M. ABDULLA**, 66, began his seafaring career in 1991 in the port of New York. He first shipped on the *PFC William Baugh*. Born in Yemen, Brother Abdulla worked in the steward department. He last sailed aboard the *Sea-Land Integrity* and is a resident of Dearborn, Mich.

**NICK ANDREWS**, 67, began his career with the SIU in 1978 in Seattle. Brother Andrews was born in Greece and shipped in the steward department. He completed steward recertification training in 1987 at the union's affiliated school in Piney Point, Md. Brother Andrews first went to sea aboard the *Westward Venture* and last sailed aboard the *Horizon Challenger*. Brother Andrews lives in his native country.



**PATRICK CORLESS**, 65, was born in Altoona, Pa. Brother Corless joined the SIU in 1990 in the port of Piney

Point, Md., initially sailing aboard the *Cape Florida*. A U.S. Army veteran, Brother Corless shipped in the engine department. He upgraded his skills on numerous occasions at the Paul Hall Center in Piney Point, Md. His last ship was the *Captain Steven L Bennett*. Brother Corless makes his home in Ft. Myers, Fla.

**JACK GARTON**, 65, hails from Iowa. After serving in the U.S. Coast Guard, Brother Garton joined the SIU in 1972 in Seattle. He shipped in the steward department and upgraded his skills often at the Paul Hall Center in Piney Point, Md. Brother Garton last sailed aboard the *Northern Lights*. He resides in Seattle.

**RICHARD HOUGHTON**, 65, began his seafaring career in 1980 in Houston. Born in Philadelphia, he shipped in the deck department and was a frequent upgrader at the Paul Hall Center. Brother Houghton last sailed on the *Liberty Sun*. He continues to live in Houston.



**HUSSEIN M. NASSER**, 65, started his career with the SIU in 1979 in the port of Wilmington, Calif. An engine department member, he sailed primarily aboard vessels operated by CSX Lines including the *Sea-Land Shining* and the *Exchange*. Brother Nasser was born in Yemen and makes his home in Dearborn, Mich.

**JAMES OSBEY**, 65, joined the SIU in 1964 in New Orleans. He

worked in the steward department and last went to sea aboard the *Sea-Land Pride*. Brother Osbey makes his home in Houston.

**HIGOLD SCHULTZE**, 70, joined the SIU in 1992 in the port of New York. Born in



Argentina, his first voyage was aboard the *ITB Baltimore*. Brother Schultze sailed in the engine department and upgraded his skills often at the Paul Hall Center. He most recently sailed on Waterman Steamship Corp.'s *Sgt. Matej Kocak*. North Miami Beach, Fla. is his home.



**CHARLES SCOTT**, 70, began his career with the SIU in 1959 in the port of New York. His first ship was the *Coeur*

*D'Alene Victory*. Brother Scott worked in the steward department and upgraded his skills in 1980 when he completed steward recertification training at the Paul Hall Center. His last voyage was aboard Pacific-Gulf Marine's *Equity State*. Brother Scott was born in Arkansas. He now calls Webster, Texas home.

**Inland**

**NORMAN HANCOCK SR.**, 65, started his SIU career in 1973 in St. Louis after serving in both the U.S. Army and U.S. Air Force. Boatman Hancock worked in the deck department and on numerous occasions enhanced his skills at the Paul Hall Center. He last shipped aboard the *Buffalo Soldier*. Boatman Hancock was born in St. Louis. He currently resides in Farmington, Mo.



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



**JUAN ADAMS**, 65, embarked on his NMU career in 1967. He first shipped out of the New York port aboard the *Constitution*. Born in St. Croix, V.I., Brother Adams last sailed on the *Pacifico*.

**CORNEAL BRAXTON**, 70, launched his NMU profession in 1978. Brother Braxton's first ocean voyage was aboard the



*American Lark*. Born in Mobile, Ala., he worked in the steward department. Brother Corneal last went to sea on the *Cape Hudson*.



**JOSE GARCIA**, 68, hails from La Habana, Cuba. Brother Garcia launched his career with the NMU in 1996, initially sailing aboard the *Cape Horn*. Brother Garcia worked in the steward department. His last ship was the *Chesapeake Bay*.

**JAMES GARRITY**, 68, began his seafaring career with the NMU in 1976. Brother Garrity was born in Liverpool, England. He worked in the deck department and made his last voyage on the *Lykes Liberator*.



**JAMES HILL**, 60, launched his seafaring career with the NMU in 1964 in San Francisco. Brother Hill was born in the Philippines. His first ship was the *Exminster*. Brother Hill shipped as a member of the engine department.

**LEROY HOCKINS**, 66, was born in Philadelphia. He joined the NMU in 1964 in the port of New York. A deck department member, Brother Hockins first

**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.*

shipped aboard the *Gorden*. His last ship was the *Louise Lykes*.

**GEORGE HUDDLESTON**, 63, began his profession with the NMU in 1965. Born in San Pedro, Calif., his first voyage was aboard the *Volunteer State*. Brother Huddleston worked in the engine department and last went to sea on the *Cape Island*.



**MOISES MARTINEZ**, 81, started sailing with the NMU in 1968 from the port of Philadelphia. His first ship was the *African Grove*. Brother Martinez was born in Puerto Rico and was a member of the steward department. He last worked aboard the *Texaco Maryland*.

**JUAN RAMIREZ**, 70, joined the NMU in 1969 in the port of New York. Brother Ramirez initially went to sea on the *United States*. The Puerto Rico-born mariner shipped in the steward department and last sailed aboard the *American Archer*.



**LORENE ROBINSON**, 59, hails from Los Angeles. Sister



Robinson started her career with the NMU in 1980 in the port of Wilmington, Calif. Her first ship was the *Howell Lykes* and her last was the *Cape Hudson*. Sister Robinson worked in the steward department.

**GHALEB SALEH**, 65, joined the NMU in 1966. The Yemen-born mariner first sailed aboard the *American Falcon*. He shipped in the engine department.



**RONALD SMITH**, 55, embarked on his NMU profession in 1977. His first ship was the *USNS Shoshone*. Born in Nampa, Idaho, Brother Smith worked as a member of the steward department. He last sailed on the *Fredericksburg*.

*In addition to the foregoing individuals, the following NMU brothers went on pension effective the date indicated.*

| Name              | Age | EDP   |
|-------------------|-----|-------|
| Cepedes, Salvador | 72  | May 1 |
| Esquibel, Alberto | 58  | May 1 |
| Johnson, Gerald   | 71  | May 1 |
| Williams, Wells   | 61  | May 1 |

*Reprinted from past issues of the Seafarers LOG.*

**1944**

The War Shipping Administration has established new rules for medical examinations for merchant seamen. The new directive requires a complete annual physical examination for all seafarers shipping aboard WSA ships in addition to the regular signing-on

physical. The WSA designated that the U.S. Department of Public Health and its facilities be in charge of implementing the new regulations. It also established that any seaman who does not pass a physical examination can appeal the rejection in accordance with the provisions of his collective bargaining agreement.

The WSA also established a requirement that seamen be required to take immunization shots when their vessels will be proceeding into pestilence areas.

**1966**

Earl Shepard, vice president in charge of the Atlantic Coast, has been assigned the responsibility of meeting SIU Atlantic and Gulf Coast

manpower needs. The Vietnam War has put great pressure on the existing SIU manpower, but the SIU has always provided enough men to man the needed ships. The SIU, through its

extensive upgrading and training programs, is able to provide a pool of manpower to meet sudden crises, such as the Vietnam call-up. The break-out of vessels from the reserve fleet has meant that more jobs are available to SIU men, and the union has effectively filled them.

**1994**

SIU members in the port of San Juan, P.R. last month helped pull a grounded oil tanker to safety without spilling any of the 13 million gallons of fuel oil the runaway-flag vessel was carrying. Seafarers aboard tugs operated by Crowley Maritime moved the Greek-flagged, Liberian-owned *Mantinia* safely into Guayanilla Bay. The 749-foot ship had been grounded in sand.

Other SIU members were standing by with oil containment booms and skimming equipment in case of a spill. SIU tankermen also were on hand in case the *Mantinia* needed to be lightened before the move.

**THIS MONTH IN SIU HISTORY**

# Final Departures

## DEEP SEA

### PAUL ANDERSEN



Pensioner Paul Andersen, 89, passed away March 14. Brother Andersen launched his seafaring career in 1946 in the port of New York. He was born in Denmark and worked in the deck department. Brother Andersen initially sailed on a Louisiana Sulphur Carrier vessel. His final voyage was on the *Arecibo*, a Puerto Rico Marine Management vessel. Brother Andersen resided in Florida and went on pension in 1978.

### GEORGE BERTHOLD



Pensioner George Berthold, 93, died Feb. 23. Brother Berthold was born in New Orleans and joined the SIU there in 1951. The U.S. Army veteran was a member of the engine department. Brother Berthold last went to sea on the *Sea-Land McLean*. He called Foley, Ala. home and started receiving his retirement income in 1977.

### KENNETH BETHEA

Brother Kenneth Bethea, 45, passed away Jan. 20. Brother Bethea joined the SIU in 1989 in the port of Jacksonville. He initially shipped with Crowley Towing & Transport Co. The steward department member's last voyage was on the *Sea-Land Performance*. Brother Bethea resided in his native state of Florida.

### VINCENT CARAFA



Pensioner Vincent Carafa, 75, died Jan. 15. Brother Carafa joined the SIU in 1967 in the port of San Francisco. He first went to sea on the

*Panoceanic Faith*. The Pennsylvania-born mariner sailed in the deck department, last working aboard the *Sea-Land Mariner*. He lived in Santa Rosa, Calif. and began receiving retirement compensation in 1992.

### JOSE CORTES



Pensioner Jose Cortes, 83, passed away Feb. 12. Brother Cortes began his SIU career in 1946 in the port of Baltimore. His first voyage was aboard an A.H. Bull Steamship Co. vessel. Brother Cortes shipped in the deck department, last sailing on the *Seattle*. He made his home in Puerto Rico and went on pension in 1982.

### FRANK CUNNINGHAM

Pensioner Frank Cunningham, 80, died Feb. 5. Brother Cunningham became a Seafarer in 1953. The deck department member shipped as a bosun, most recently aboard the *Overseas Ohio*. He began receiving retirement stipends in 1987. Brother Cunningham resided in Mathis, Texas.

### MANNING DAVIS

Pensioner Manning Davis, 78, died Jan. 29, 2003. Brother Davis was born in Louisiana and embarked on



his career with the Marine, Cooks & Stewards (MC&S) in 1965 in San Francisco. He made his home in Oakland, Calif. and went on pension in 1979.

### RAYMOND DAVIS



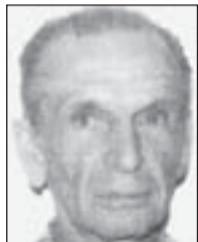
Pensioner Raymond Davis, 77, passed away Nov. 3, 2003. Brother Davis began his seafaring career in 1953 in the port of New York.

Born in Athol, Mass., he was a member of the engine department. Brother Davis first went to sea on Delta Steamship Lines' *Del Alba*. His last voyage was aboard the *Overseas Ulla*. Brother Davis began receiving retirement compensation in 1983. He lived in Contoocook, N.H.

### LLOYD HAWKINS

Pensioner Lloyd Hawkins, 88, died Feb. 8. Brother Hawkins joined the MC&S in San Francisco. He resided in Houston and began receiving his pension in 1978.

### JOHN HAYES



Brother John Hayes, 63, passed away Jan. 20. He joined the SIU in 1966 in the port of New York. Brother Hayes initially sailed aboard

Waterman Steamship Corp.'s *Madaket*. The deck department member's last voyage was on the *Sea-Land Discovery*. Brother Hayes was born in New York but called San Juan, P.R. home.

### JUAN HERNANDEZ



Pensioner Juan Hernandez, 79, died March 25. Brother Hernandez started his career with the Seafarers in 1953 in the port of Baltimore.

Born in Manati, P.R., he was a veteran of the U.S. Army. Brother Hernandez sailed in the engine department, initially working aboard an Ore Navigation vessel. He last worked on the *Sea-Land Expedition*. Brother Hernandez made his home in Davie, Fla. and went on pension in 1989.

### WALTER McCALLUM



Pensioner Walter McCallum, 85, died Feb. 14. After serving in the U.S. Navy, Brother McCallum embarked on his SIU career in 1966 in the port of Wilmington, Calif. The New York-born mariner shipped in the engine department and worked primarily aboard vessels operated by Sea-Land/CSX Lines. Brother McCallum resided in Yountville, Calif. and began receiving stipends for his retirement in 1984.

### SCOTT MILLS

Brother Scott Mills, 49, passed away Feb. 13. He joined the SIU in 2001. A member of the deck department,

Brother Mills also sailed in the inland division. He was born in Georgia and resided in Honolulu. His last voyage was on Maersk Line's *USNS Capable*.

### WILLIAM MITCHELL



Pensioner William Mitchell, 83, died Jan. 27. After serving in the U.S. Navy, Brother Mitchell joined the SIU in 1963 in the port of

Norfolk, Va. His first voyage was on the *Madaket*. Born in South Carolina, he sailed in the steward department. Brother Mitchell last went to sea aboard the *Walter Rice*. He lived in Chesapeake Va. and began receiving retirement compensation in 1991.

## INLAND

### CALVIN BARLETTO

Boatman Calvin Barletto, 51, died March 21. Born in Louisiana, he launched his SIU career in 1978 in New Orleans. He first sailed on a Crescent Towing vessel. Boatman Barletto last worked aboard a Moran Towing of Texas vessel. He called Franklin, La. home.

### A.B. COCEK

Pensioner A.B. Cocek, 80, passed away Jan. 14. Boatman Cocek joined the union in 1967 in Houston, after serving in the U.S. Army. The Texas born-mariner sailed primarily aboard vessels operated by G&H Towing. Boatman Cocek shipped in the deck department as a captain and went on pension in 1986. Houston was his home.

### EDMOND RUBERTO

Boatman Edmond Ruberto, 57, died February 25. The New Jersey-born mariner joined the Seafarers in 1966 in the port of Philadelphia. Boatman Ruberto initially worked aboard the *Geneva*, a vessel operated by U.S. Steel Corp. He shipped in the deck department, last working aboard a Maritrans vessel. Boatman Ruberto called Rockhall, Md. home.

## GREAT LAKES

### WILLIAM COCHENET



Pensioner William Cochenet, 65, died April 4. Brother Cochenet joined the SIU in 1960 in Detroit. Born in Wisconsin, his

first voyage was on an American Steamship Co. vessel. Brother Cochenet sailed in the engine department, last working aboard the *Southdown Challenger*. He resided in Las Vegas and began receiving his pension in 2000.

### DONALD LING



Pensioner Donald Ling, 73, died May 8. Brother Ling joined the SIU in 1949 in Detroit. He first sailed aboard the *Bob-Lo Island*; his last voyage was on the *Steel Crapo*. Born in Port Huron, Mich., Boatman Ling worked in the engine department. He continued to live in Michigan and began receiving his pension in 1997.

### ANTONIO DIACCI

Pensioner Antonio Diacci, 80, died May 27. Born in Yugoslavia, Brother Diacci joined the SIU in 1969 in

Toledo, Ohio. He shipped primarily aboard American Steamship Co. vessels as a member of the engine department. Brother Diacci, who called Chicago home, went on pension in 1988.

### FRANK SIWIK



Brother Frank Siwik, 48, passed away March 14. He launched his seafaring career in 1979 in Detroit after serving in the U.S. Coast

Guard. Born in Michigan, Brother Siwik sailed primarily aboard vessels operated by American Steamship Co. The deck department member first went to sea on the *J.T. Hutchinson*. His last voyage was on the *Indiana Harbor*. Brother Siwik called Detroit home.

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

### DIONISIO AGUILAR

Pensioner Dionisio Aguilar, 80, passed away April 26. Brother Aguilar joined the NMU in 1945, initially sailing aboard a Lykes Brothers vessel. Born in Honduras, his final voyage was on another Lykes Brothers ship. Brother Aguilar went on pension in 1968.

### PEDRO ALVARADO



Pensioner Pedro Alvarado, 82, died May 14. Brother Alvarado started his seafaring career with the NMU in 1966, first shipping on the

*American Forwarder*. Born in Honduras, he worked in the engine department. Brother Alvarado last sailed aboard the *Export Champion*. He began receiving compensation for his retirement in 1983.

### MANUEL BARBOZA

Pensioner Manuel Barboza, 88, passed away April 30. Brother Barboza started sailing with NMU in 1932 from the port of Boston. He worked in the steward department. Brother Barboza's final voyage was aboard a Hess Petroleum vessel. He went on pension in 1968.

### HARRIS BLAKE



Pensioner Harris Blake, 87, died May 5. Brother Blake was born in Georgia. He joined the NMU in 1950, first shipping from the port of

Boston on the *Reading*. Brother Blake worked in the steward department and began receiving his pension in 1985.

### ZOLLIE CLARK



Pensioner Zollie Clark, 76, passed away May 4. Brother Clark first sailed with the NMU in 1945 aboard the *Ohio*. He worked in the

deck department, last sailing on the *American Trader*. Brother Clark went on pension in 1979.

### THOMAS DAHER



Pensioner Thomas Daher, 75, died May 7. After joining the NMU in 1963, his initial voyage was from the port of New Bedford, Mass. aboard the *Marthas Vineyard*. He last went to sea on the *MV Islander*. Brother Daher worked as a member of the deck department. He began receiving his pension in 1975.

### SERGIO ESQUADRA



Pensioner Sergio Esquadra, 90, passed away May 7. Brother Esquadra started his career with the NMU in 1944. Sailing from the port of New York, he first sailed on a Lykes Brothers vessel. He was born in the Philippines and worked in the steward department. Brother Esquadra began collecting compensation for his retirement in 1970.

### RICHARD MITCHELL

Pensioner Richard Mitchell, 80, died March 24. Brother Mitchell was born in Georgia and joined the NMU in 1964. He last shipped aboard the *Star Massachusetts* and started receiving his pension in 1984.

*In addition to the foregoing individuals, the following NMU brothers and sisters, all of whom were pensioners, passed away on the dates indicated.*

| NAME                | AGE | DOD      |
|---------------------|-----|----------|
| Adam, Hassen        | 82  | May 16   |
| Archie, Charles     | 71  | April 29 |
| Aviles, Ismael      | 82  | April 25 |
| Baran, Briggie      | 90  | April 26 |
| Brideau, Arthur     | 78  | April 27 |
| Brin, Alexandre     | 68  | March 4  |
| Camargo, Juan       | 81  | March 6  |
| Clarke, Walter      | 93  | May 2    |
| Colville, Frank     | 89  | Dec 20   |
| Coram, Ethelbert    | 84  | Feb. 20  |
| Daw, Mary           | 68  | May 18   |
| Emil, Edward        | 77  | April 13 |
| Farris, Earl        | 76  | March 1  |
| Franklin, Victor    | 96  | April 30 |
| Heinz,              |     |          |
| Henry Elliot        | 68  | May 6    |
| Irizarry, Pablo     | 87  | Dec. 23  |
| Jones, John         | 70  | May 1    |
| Lopes, Howard       | 79  | Jan. 18  |
| Lorenzo, Luis       | 87  | April 30 |
| Mallard, Otis       | 78  | May 13   |
| Martin, Juan        | 77  | April 13 |
| Minnard, Melvin     | 82  | April 27 |
| Miskulin, Nicholas  | 74  | May 18   |
| Murphy, Cornelia    | 71  | May 16   |
| Myslinski, Stefan   | 89  | May 11   |
| Pedro, Christian    | 80  | Feb. 27  |
| Peele, Robert       | 67  | May 4    |
| Robinson, Donald    | 78  | Dec. 25  |
| Ryan, Donald        | 79  | Jan. 2   |
| Sanchez, Daniel     | 82  | May 14   |
| Stokes, Calvin      | 70  | March 21 |
| Tolcha, Samuel      | 85  | March 1  |
| Washington, Johnnie | 80  | May 8    |

# 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.

**CAPE ISLAND** (Crowley Liner Services), April 25—Chairman **Stephen D. Castle**, Secretary **Terry N. White**, Educational Director **Stanley D. Castro**, Engine Delegate **Allen E. Ward**, Steward Delegate **Cynthia C. Beatley**. Chairman thanked crew members for smooth trip and professional job. Secretary reminded everyone getting off to leave rooms clean and place dirty linen in bags. Educational director emphasized educational opportunities available at Paul Hall Center in Piney Point, Md. for upgrading skills and ratings. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing pension benefits and decreasing seatime needed. Request made for improved mail service. Next port: Tacoma, Wash.

**GT DILIGENCE** (Maritrans), April 29—Chairman **Ronald L. Paradise**, Secretary **Mary Lou Smith**, Educational Director **Arthur K. Outlaw**, Engine Delegate **Patrick Carroll**, Steward Delegate **Audry C. Flemings**. Chairman announced payoff April 30 in Jacksonville. He talked about waste management program and thanked deck department for job well done. He expressed sympathy on behalf of entire crew to family of George McCartney, who will be missed and thought of often. Secretary thanked crew for helping keep living areas orderly. Educational director encouraged Seafarers to upgrade skills at Piney Point school. No beefs or disputed OT reported. Communications read from headquarters regarding vacation pay and unemployment benefits.

**COLUMBIA** (ATC), May 20—Chairman **Gregory L. Hamilton**, Secretary **John F. Huyett**, Educational Director **Ronald Gordon**, Deck Delegate **Ramon T. Guimba Jr.**, Engine Delegate **Detricke R. Kelly**, Steward Delegate **Albert Sison**. Secretary reported on company applications for new builds and explained procedure and time constraints. Treasurer stated \$5,576 in crew's fund of which \$750 earmarked for installation of XM radio antenna. No beefs or disputed OT reported. Recommendations made that funds expended for fishing gear and replacement DVD players be reimbursed. Next port: Long Beach, Calif.

**ENDURANCE** (USSM), May 10—Chairman **Romeo L. Lugtu**, Secretary **Jesse B. Natividad Sr.**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Dennis A. Hurley**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Thurman C. Johnson**. Chairman noted smooth sailing. He talked about reflagged passenger ships soon to be in operation around Hawaiian Islands, which could mean more jobs for SIU members. Ship's fund, temporarily held by captain, contains about \$1,100. No beefs or disputed OT reported. Suggestion made to purchase dart set. Crew inquired

about having satellite reception aboard ship.

**ERIC G. GIBSON** (Osprey Ship Management), May 9—Chairman **Thomas E. Minton**, Secretary **Steve E. Parker III**, Educational Director **Doug Foley**. Bosun advised crew of letter written to headquarters requesting clarification of transportation issues. He gave thanks to all departments for job well done, with special kudos to AB **Robert "Mango" Hinckley Jr.** for his smooth crane skills while loading ammunition. Secretary thanked crew for helping keep mess halls and lounge clean. Educational director stressed importance of attending upgrading courses at Paul Hall Center. He also encouraged Seafarers to contribute to SPAD. No beefs or disputed OT reported. Vessel has gone from prepositioning status to ammunition cargo carrier to grain ship and back to container ship. Crew members requested contract to reflect that, mirroring contract of *American Tern* or going to standard contract. Crew requested new pillows, fitted sheets and fan. Suggestion made to build saltwater pool. Vote of thanks given to steward department for innovative menus and barbecues. Next port: Singapore.

**HORIZON ANCHORAGE** (Horizon Lines), May 2—Chairman **Dan P. Fleehearty**, Secretary **Amanda F. Suncin**, Educational Director **William M. Pinkham**, Engine Delegate **John R. Day**. Chairman announced payoff May 11 in Tacoma, Wash. Blanket day off moved to next day. Coast Guard inspection scheduled for May 21 in Tacoma. Educational director advised everyone to check expiration dates on all documents and renew in plenty of time. He also spoke about new security plans to go into effect July 1. No beefs reported; OT issue in steward department to be discussed with boarding patrolman at payoff. Crew members asked to help keep lounge and laundry areas clean. Next ports: Anchorage and Kodiak, Alaska.

**HORIZON CONSUMER** (Horizon Lines), May 2—Chairman **Jay C. Dillon**, Secretary **Terry L. Allen**, Educational Director **Donnel C. Tagart Jr.**, Deck Delegate **John T. Emrich**, Engine Delegate **Gregorio M. Abalos Jr.**, Steward Delegate **Thomas E. Kleine**. Chairman announced payoff on arrival May 4 in Oakland, Calif. He thanked crew for smooth, safe trip. Secretary informed crew members about new guidelines being drawn up for port security scheduled to go into effect July 1. He advised everyone to have proper identification when entering terminal. Educational director encouraged Seafarers to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Recommendation made for contracts department to look into increasing pension benefits and lowering age requirement. Suggestion made to start collection

for new movies and entertainment. Crew members encouraged to sign up for SPAD contributions when filing for vacation. Next ports: Oakland and Los Angeles, Calif.; Honolulu.

**HORIZON ENTERPRISE** (Horizon Lines), May 16—Chairman **Roger J. Reinke**, Secretary **Franchesca Rose**, Educational Director **Mike J. Wells**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Cecilio A. Banga**, Steward Delegate **Alejo Fabia**. Chairman announced arrival May 21 in Tacoma, Wash. Payoff will take place after clearing customs and immigration. New security regulations go into effect July 1. Everyone reminded to carry current, up-to-date z-card to comply with port security. Secretary stated captain will conduct sanitary inspection of cabins and boxes May 20. He also discussed ordering of consumable food stores and cleaning material. Educational director reminded crew to allow several months when renewing Coast Guard documentation. He also talked about upgrading courses available at Piney Point and led discussion about SPAD and how that fund gets used. No beefs reported; some disputed OT noted in engine department. Written proposals for next negotiating session sent to contracts department. New refrigerator installed in crew mess. Engine and deck departments were thanked for their work in moving, installing and securing the appliance. Vote of thanks given to steward department for two great barbecues. Thanks also given to Oakland and Tacoma shoregangs for all their help and support while ship is in those ports. Next ports: Tacoma; Oakland; Honolulu; Guam.

**HORIZON EXPEDITION** (Horizon Lines), May 9—Chairman **Winston D. Thompson**, Secretary **Michael J. Gramer**, Educational Director **Glenn A. Snow**, Engine Delegate **Eric D. Vieira**, Steward Delegate **Thomas M. Kelly**. Chairman stated he was not sure whether ship would make another trip before laying up. Captain said he was very happy with recent sanitation inspection and thanked crew for their efforts in getting ship ready on short notice. If another voyage is made, captain said there is a 35-day food order ready. No beefs or disputed OT reported. Next port: Tacoma, Wash.

**HORIZON NAVIGATOR** (Horizon Lines), May 9—Chairman **Werner H. Becher**, Secretary **Vainuu L. Sili**, Educational Director **Daniel F. Dean**, Deck Delegate **Robert J. Natividad**, Steward Delegate **Henry O. Wright Jr.** Chairman announced payoff upon arrival May 11 in Oakland, Calif. He advised crew members to keep doors locked and be aware of strangers or others who may not belong aboard ship. He thanked everyone for good job separating plastic items from regular trash and asked that those getting off ship leave set of clean linen for next person. Secretary stated everything running smoothly. Educational director encouraged Seafarers to upgrade skills at Paul Hall Center for better paying jobs. No beefs or disputed OT reported. Suggestion made regarding prescription benefits for seamen living abroad.

**INNOVATOR** (USSM), May 16—Chairman **Dirk W. Adams**, Secretary **Jose M. Bayani**, Educational Director **Paul B. Flores**, Deck Delegate **James D. Morgan**, Engine Delegate **Adel B. Irani**,

Steward Delegate **Ahmed M. Quraish**. Chairman expressed condolences to family of ARC Director **Rick Reisman**, who died March 8. He informed crew of change in shipping rules. Secretary thanked chairman, ABs and engine department for jobs well done. Educational director reminded crew members of upgrading opportunities available at Piney Point and of need to make sure all shipping documents are up to date. Treasurer stated \$316 in ship's fund. No beefs reported; some disputed OT noted in deck department. Recommendation made for contracts department to look into

ship when in drydock. Any information about extension or renewal of contract would be welcome. Next ports: Nagoya, Japan; Bontang, Indonesia; Tobata, Japan.

**MAERSK VIRGINIA** (Maersk Line Ltd.), May 13—Chairman **Carlton P. Hall**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins Jr.**, Steward Delegate **Radfan A. Almaklani**. Chairman announced payoff May 18 in Newark, N.J. He thanked everyone for doing a great job. "Keep it up." Secretary expressed appreciation to crew for keeping vessel clean and secure.

## Payoff on the Endurance



SIU Wilmington, Calif. Safety Director Marshall Novack met with Seafarers May 12 for a payoff on the *Endurance* in Los Angeles. Pictured aboard the USSM vessel are (from left) QMED **Teddie Carter**, Electrician **Tes Gebregziabher**, AB **Dennis Hurley**, AB **Don Pegram**, Chief Cook **Danny Guerrero**, GSU **Hassan Mohamed**, Chief Steward **Jesse Natividad Sr.** and **Bosun Romeo Lugtu**.

reducing seatime needed for retirement and to increase pension benefits. Next port: Los Angeles, Calif.

**INTEGRITY** (USSM), May 16—Chairman **Domingo Leon Jr.**, Secretary **Gerhard Schwarz**, Educational Director **Dennis R. Baker**, Deck Delegate **Alexander Nicholson**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Lonnie Jordan**. Chairman thanked crew for good voyage. Secretary joined bosun in asking those getting off ship to leave clean linen for next person. Educational director advised crew members to check z-cards for expiration date and leave plenty of time for renewal. No beefs or disputed OT reported. Suggestion made to upgrade pension, medical and dental benefits. Request made for locker for crew storage. Thanks given to steward department for good job. Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami; Houston.

**LNG VIRGO** (Pronav), May 16—Chairman **Daniel S. Marcus**, Secretary **John A. Palughi**, Educational Director **John W. Stewart**, Deck Delegate **Raymond Naterlin**, Steward Delegate **Joseph Welle**. Chairman thanked everyone for good, safe work. Secretary reported cabin stores ordered for Japan delivery are to be delivered May 22. Educational director encouraged crew members to upgrade skills at Paul Hall Center as often as possible. Treasurer stated \$500 in crew fund. No beefs reported; some disputed OT noted by engine delegate. Clarification requested on formula used for reliefs for vessel and whether seniority matters in being relieved. Suggestion made for contracts department to look into allowing full medical benefits to retirees at age 55. New mattresses will be ordered for entire

Educational director recommended Seafarers attend upgrading classes at Piney Point. He also suggested they allow plenty of time when renewing shipping documents. Treasurer stated \$1,652 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department for outstanding food and support.

**USNS BELLATRIX** (Amsea), May 21—Chairman **Wayne Venion**, Secretary **Anthony L. Curran**, Educational Director **Francis C. Quebedeaux**, Deck Delegate **Corrie J. Stockton**, Engine Delegate **Michael L. Mefferd**. Chairman announced arrival in Texas followed by layup in Boston. Educational director noted many new upgrading courses available at Paul Hall Center. Steward thanked everyone for trouble-free and enjoyable voyage. He asked departing crew to sort laundry and place outside door prior to departure. No beefs or disputed OT reported. Thanks given to steward department and storekeeper for jobs well done.

**USNS SISLER** (Maersk Line Ltd.), May 23—Chairman **Kenneth L. Steiner**, Secretary **Walter J. Matt**, Educational Director **Thomas P. Arthur**, Deck Delegate **Dale Harrison**, Engine Delegate **Pati F. Taototo**, Steward Delegate **Kimberly A. Strate**. Vessel currently in Diego Garcia. Chairman talked about security and keeping safe while working and on liberty. Educational director encouraged crew members to upgrade skills at Piney Point when possible and contribute to SPAD. No beefs or disputed OT reported. Recommendation made regarding pension plan. Request made to replace refrigerator in crew lounge. TV reception needs to be improved for lounge area and staterooms.

# THE GALLEY CORNER

## Into Africa: Stores Aboard!

by Chief Steward Jim Battista

Under Capt. Thomas Tankersley, the *Maersk Constellation* left the USA loaded with what seemed to be a million bags of rice and grain. Through a United Nations effort, they were to be delivered to five ports in East Africa for the starving people there.

The trip went as scheduled, and the seas were calm. Obviously, Neptune smiled upon us. We traveled from one port to the next and saw the people in need of our cargo. We saw men who unloaded the rice eating it raw off the deck. Sights such as these have to make one reflect on the great country we live in, the union that supports us, the jobs we have, and the abundance of food for our families.

But, on a lighter side, let's talk food. When we arrived in Tanzania, we decided to try and get some fruit and vegetables for the vessel. I contacted the chandlers in port and put in our order. The next day, to my surprise, there was a line of people with woven baskets on their heads loaded with our produce. Fresh melons, pineapples, mangoes like footballs, and all sorts of fresh fruit and vegetables they thought we would like to check out and try. To say the least, it was like going back in time 150 years. Now don't get me wrong. The inventory was excellent, and some of the items left Chief Cook Cesar Macias and myself scratching our heads. But all was well in Africa, and the chandlers instructed us in what an item was and how and when to eat

Jim Battista sent in this article, recipe and accompanying photograph from aboard the *Maersk Constellation*, where he currently is the chief steward.

The Kane, Pa. native came to the SIU through the veterans' program at the Paul Hall Center for Maritime Training and Education. After fulfilling his STCW requirements and other mandatory training, Battista began his career as a merchant mariner in the SIU.



Chief Steward Jim Battista decides what to do with some of the fresh produce that was delivered to the ship in woven baskets.

it or combine it with other items and how to cook it.

The people brought huge stalks of bananas to the ship with easily 100 bananas on each, so we had plenty of pudding, banana splits, banana cake and one of the crew's favorites: banana bread (see recipe on this page).

The trip to Africa was, to say the least, enlightening and eventful.

Smooth sailing to all the departments out there. Keep up the good work, stand tall for what you do, and don't forget the support you get is what you give.

### Banana Nut Bread

5 cups flour  
2 cups sugar  
4 tablespoons baking powder  
2 teaspoons salt  
6 tablespoons salad oil  
1½ cups milk  
2 large eggs  
2 cups very ripe bananas, mashed  
2 cups chopped nuts (pecans or walnuts)

Mix all ingredients together for three or four minutes until well blended. Pour ¾ full into three sprayed bread loaf pans. Bake at 350 degrees F for 55-65 minutes.

## Letter to the Editor

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

### Former Seafarer Still Active on Ships

On my 17<sup>th</sup> birthday, I joined the USMS and took basic training at Catalina Island in December 1944. I later sailed with the NMU in the Atlantic as a messman on the *USAT George Washington* and *Laconia Victory*. When the war in Europe was over, I sailed in the Pacific on the Standard Oil tanker *R.C. Stoner* and then back on the East Coast aboard a collier, the *Walter D. Noyes*.

I returned to California to finish my schooling, never sailing again except in 1985, when I went on board the German ship *Lillooet*, a 723-foot RO/RO with rear ramp. I worked as an ordinary seaman and was the oldest person and only American on the ship, which had German officers and engine crew and a Spanish deck crew. I sailed as a work-a-way passenger from Oak-

land, Calif. to Brisbane, Australia and had 21 days ashore while the ship went to Sydney, Melbourne and back to Brisbane, where I once again boarded it. It then sailed to Noumea and Suva and back to Tacoma, Wash., where I took a bus home.

Since I retired from the correctional system in California in 1979, I have been a volunteer with the Coos Bay Seamen's Center for 21 years, 14 of those as manager (with no pay). We closed the center about two years ago for lack of ships. However, now at age 76, I still board each ship that stops here and take aboard magazines, Christian tracts, calendars in season, a map of the area, and copies of the *Seafarers LOG*.

My hobby is collecting old or new paper money from around the world and would appreciate any donations. You can write to me at the address below or e-mail me at [buddy.san@verizon.net](mailto:buddy.san@verizon.net). All letters or e-mails will be answered.

Check out my web page at: <http://home1.gte.net/res0gtse>.

**Buddy Hincke**  
66642 East Bay Road, #50  
North Bend, OR 97459

## 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.

**MEMBER RIGHTS/LMRDA.** The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

#### Union Member Rights

**Bill of Rights:** Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

**Officer Elections:** Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

#### Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

**Labor Organization Reports:** Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee

that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov).)

**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. through the end of 2004. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

## Deck Upgrading Courses

| Course  | Start Date   | Date of Completion |
|---|--------------|--------------------|
| Able Seaman   | July 5       | July 30            |
|   | August 16    | September 10       |
|   | September 27 | October 22         |
|   | November 8   | December 3         |
| Automatic Radar Plotting Aids*<br>(ARPA)<br><i>*(must have radar unlimited)</i> | September 13 | September 17       |
|   | November 15  | November 19        |
| Celestial Navigation  | September 27 | October 22         |
| GMDSS ( <i>Simulator</i> )  | July 12      | July 23            |
|   | August 23    | September 3        |
|   | September 27 | October 8          |
|   | November 1   | November 12        |
| Lifeboatman/Water Survival  | August 2     | August 13          |
|   | September 13 | September 24       |
|   | October 25   | November 5         |
| Navigation Fundamentals   | July 19      | July 30            |
|   | November 29  | December 10        |
| Radar   | August 30    | September 10       |
|   | November 1   | November 12        |
| Specially Trained Ordinary Seaman<br>(STOS)                                     | August 9     | August 20          |
|   | October 4    | October 15         |
|   | November 29  | December 10        |

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning June 21, 2004.



## 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 \_\_\_\_\_

## Recertification

Bosun October 11 November 8

## Engine Upgrading Courses

| Course                          | Start Date   | Date of Completion |
|---------------------------------|--------------|--------------------|
| Basic Auxiliary Plant Operation | July 26      | August 20          |
|                                 | September 20 | October 15         |
|                                 | November 15  | December 10        |
| FOWT                            | July 12      | September 3        |
|                                 | October 25   | December 17        |
| QMED - Junior Engineer          | September 27 | December 17        |
| Welding                         | August 23    | September 10       |
|                                 | October 4    | October 22         |
|                                 | November 1   | November 19        |

## Safety Specialty Courses

| Course   | Start Date   | Date of Completion |
|--|--------------|--------------------|
| Advanced Fire Fighting*<br><i>*(must have basic fire fighting)</i> | July 19      | July 30            |
|  | August 23    | September 3        |
|  | September 20 | October 1          |
|  | November 8   | November 19        |
| Basic Safety Training (BST)  | July 19      | July 23            |
|  | August 2     | August 6           |
|  | August 30    | September 3        |
| Fast Rescue Boat   | July 26      | July 30            |
|  | August 30    | September 3        |
| Government Vessels   | July 19      | August 6           |
|  | September 13 | October 1          |
| Tankerman (PIC) Barge*<br><i>*(must have basic fire fighting)</i>  | July 26      | July 30            |
|  | October 4    | October 8          |

## Academic Department Courses

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

*With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB and JE 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 |
|--------|------------|----------|
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LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

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

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

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

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

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.

7/04

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 650** — Graduating from the water survival class are unlicensed apprentices from class 650. They are (from left, kneeling) De'shanna Sherrod, Zsuzsanna Balla, (second row) Christian Oding, Kyle Rayborn, Norman Rodriguez, Richard McKain, Gregory Lariviere, Sigfrid Mayer, Ernie Smith, Harry Smith, William Brinson, Matthew Wright, (third row) Lando Adams, Jason Brown, Kyle Pillsworth, Jerry Stamer, John Tullier, Joshua Smith, Daniel Gaffney and Christopher Dickens.



**Government Vessels** — Upgrading Seafarers graduating May 21 from the government vessels course are (in no particular order) Brooks Crawford, Mark Beck, Kevin Johnson, Jaime Medina, Gary Santos, Neftali Erasquin, Phillip Maxfield, Joseph Waldera, Damar Shaw, Nathaniel Leachman, Timothy Dexter, Jor-el Holmberg, Christopher Czarske, Richard Wiltison, John Niday, Coda Russell, Ty Varnadoe, Damian Spedale, Christopher Yore, William Bell and Kent Harper. Their instructor, Greg Thompson, is at far left. (Note: not all are pictured.)



**Welding** — Graduation certificates for completion of the welding course were given May 14 to (in alphabetical order) Ramaninder Bhyllor, James Buchowski, Francisco Cordeiro, John Cull and Quincy Wilson. Their instructor, Buzzy Andrews, is third from left.



**ARPA** — Earning their ARPA certificate May 28 are (in alphabetical order) Jared Blavat, James Enah, Peter Madden, Steve Randle, George Rew and Jerry Sobieraj. Their instructor, Mike Smith, is at far right.



**GMDSS** — Finishing the 70-hour GMDSS course May 7 are (in alphabetical order) James Enah, Aryid Friberg III, Tzvetan Ovalov, Kenneth Salgado, Ovidio Santos and William Sholley. Their instructor, Brad Wheeler, is at far left.



**Advanced Fire Fighting** — Earning their advanced fire fighting endorsements May 28 are (in alphabetical order) Ian Ferguson, Charles Huggins, Elisha Johnson, Carlos Majao, Steven Medina, Brandon Purcell and Anthony Simon. Their instructor, Anthony Hammett, is at far right.



**Fundamental Concepts of Navigation** — Upgrading deck department members who successfully completed the navigation fundamentals course May 7 are (in no particular order) Miles Janecka, Wayne Smiley, John Mensah, Johnie Chavis, Jared Blavat, David Steinberg, Philip Perry, Adeb Saleh and Vasiliy Semesjuks. Their instructor, Stacey Harris, is at far left.



**Specially Trained OS** — Completing the STOS course May 14 are Alaska fishermen (in alphabetical order) Ronaldo Aguirre, Ruben Aguirre, Dianna Baines, Reynaldo Dineros, Kyle Hudson, Jay Jones, Robert Makowski and Alexander Millendez. Their instructor, Bernabe Pelingon, is at far right.

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

## Computer Lab Class



Left: Showing off their certificates of achievement for completion of computer classes May 14 at the Paul Hall Center are (from left, front row) Adeb M. Saleh, Tzvetan Ovalov and (back row) David E. Steinberg. With them is their instructor, Rick Prucha.

Right: Also being congratulated by instructor Rick Prucha is Joao F. Cordeiro, holding his certificate.



**Fast Rescue Boat** — Instructor Stan Beck (far left) sits with upgrading students who completed the fast rescue boat class May 7. They are (in alphabetical order) Alexander Fyodorovkyh, Richard Huffman, Elisha Johnson, William Schupman and Lawrence Rose.

# Paul Hall Center Classes



**Tanker Familiarization/Assistant Cargo (DL)**— Two tanker assistant classes, both ending May 7, included the following students (in no specific order): Lloyd Clark, Nigel Williams, Gilbert Johnson, Rocky Dupraw, Phillip Maxfield, Taneisha Johnson, Neftali Erasquin, Gary Santos, Jaime Medina, Timothy Dexter, Nicholas Doffoh, Jess Cooper, Joseph Waldera, Daniel Miler, Adam Begleiter, Damian Spedale, Jor-el Holmberg, Mark Beck, Brooks Crawford, John Niday IV, Coda Russell, Hashiem Pittman, Orlando Pabon, Antonie Rainey, Kevin Johnson, Michael Maskalenko, Kent Harper, Michael Snowden Jr, Christopher Yohe, Richard Wiltison, Christopher Czarske, Michael Cox, Nicholas Collins, Joseph Walter Jr., Darrion Intram, Damar Shaw, Nathaniel Leachman and Ty Varnadoe.



**Tanker Familiarization/Assistant Cargo (DL)** — May 28 graduates of the tanker familiarization/assistant cargo (DL) course are (in no particular order) Emilio Gonzalez, Marvin St. George, Adeb Saleh, John Gilliam, David Steinberg, Paul Kucan II, Agustin Arriaga, Duane Evans, George Mazzola, Nebojsa Milosevic, Douglas Maravelias, Randolph Sutton, Charles Franks, Ziting Zu, Kevin Carraby and Maximo Lambert. Their instructor, Jim Shaffer, is standing at far right.

## Basic Safety Training Classes



**STCW** — Two classes, both ending April 16: Megdi Bady, Brandon Barnato, Francis Butler, Michael Caputo, Diana Chaloux, Sherry Collins, Steve Dalton, Jeremy Fleck, Antonio Garcia, Andrew Gay, Anthony Harris, Natasha Jefferson, Akram Khoury, William Laurila Jr., Joshua Longley, Robert Mathias, Brandy McCracken, Matthew Meeker, Rose Ocampo, Catherina O'Keefe, Tanner Raban, Ryan Riviere, Matthew Rubin, Myka Schwagmeier, Jennifer Sheets, John Siekkinen, Kiera Smith, Dominic Swaneck, Jessica Smith, Delinda Dontje and Carl Barnett.



**STCW** — April 30: Ann Adam, Ronaldo Aguirre, Ruben Aguirre, Justin Bagley, Dianna Baines, Kim Blosser, Reynaldo Ineros, Kyle Hudson, Jay Jones, Colin Lemon, Robert Makowski, Alexander Millendez, Marc Pferdekamper, Jennifer Sanders, Stacy Silverman, Josef Mansour, Cheri Sigford, Anton Nedeltchey, Deborah Hamilton, Terje Ostbye and Iris Zwack. Their instructor, Tom Gilliland, is at far right.



### Water Survival

— April 9: Will Laurila Jr., Jessica Smith, Anthony Harris, Akram Khoury, Tanner Raban, Megdi Bady, Jennifer Sheets, Ryan Riviere, Michael Smeltzer, Joshua Longley, Kiera Smith, Dominic Swaneck, Romeo Alcain, John Alonzo and Duane Judd. (Note: not all are pictured.)



### Water Survival

— April 23: Antonio Garcia, James Cedillo, Jeremy Fleck, Michael Caputo, R.C. Cabalouinto, Rose Ocampo, John Siekkinen, Andrew Gay, Josef Mansour, Diana Chaloux, Matthew Meeker, Delinda Dontje, Brandon Barnato, Marion Flores and Natasha Jefferson. Standing at the stern of the boat are their instructors, Tom Gilliland (left) and Stan Beck.

## Lifeboatman/Water Survival



**Water Survival** — April 30: Jessica Koutecky, Noah Rowan, Amanda Huan, Charles Burton, Chantry McSherry, Kieran McSherry, Lamar Solomon, Andrew Baumrucker and Johnny Cothren. Their instructor, Tony Sevilla, is at far right.



**Water Survival** — May 7: Ronaldo Aguirre, Ruben Aguirre, Dianna Bawes, Reynaldo Dineros, Jeffrey Fiegel, Kyle Hudson, Jay Jones, Robert Makowski, Alexander Millendez, Milissa Oakley and Iris Zwack. Their instructors were Tony Sevilla and Tom Gilliland. Sevilla is at far right.

# Lykes Navigator Sails from Gulf to N. Europe



The photos of the *Lykes Navigator* crew members on this page were sent to the LOG by Jevon Vontoure of Gulfport, Miss. They were taken during a union meeting following completion of a recent voyage from northern Europe.

At left are Steward Clyde (Chuck) Thompson and Demac Eloris (Moosie) Tart.

At right, signing the patrolman's forms, are (from left) Steward Clyde Thompson, Demac Eloris Tart, Chief Cook Michael Brown, Bosun Sandy Price and OS Kenny Gaston.



## Lykes Navigator Specifications:

|  |             |
|--|-------------|
| Gross Tonnage .....                          | 39,100      |
| Deadweight .....                             | 45,000      |
| LOA .....                                    | 259.01m     |
| Beam .....                                   | 32.21m      |
| Draft .....                                  | 11.92m      |
| Service Speed .....                          | 21.25 knots |
| Container Capacity .....                     | 3,010 TEU   |
| Shaft Horsepower .....                       | 18,800      |
| Launched in 1987 as the <i>Almeria Lykes</i> |             |

The *Lykes Navigator* carries about 3,000 containers as it crosses the Atlantic.



Following construction of the *Lykes Navigator* in Japan, the vessel entered service in 1987 as the *Almeria Lykes*. Throughout its career, the ship has always flown the U.S. flag, although it has had several name changes since then. In 1996, it was called the *President Buchanan*; in 1998, it was again named the *Almeria Lykes* and finally the *Lykes Navigator*.

Six years ago, the U.S. Maritime Administration approved an application for three Lykes vessels (*Discoverer*, *Liberator* and *Navigator*) to participate in the Maritime Security Program and be operated by Marine Transport Lines.

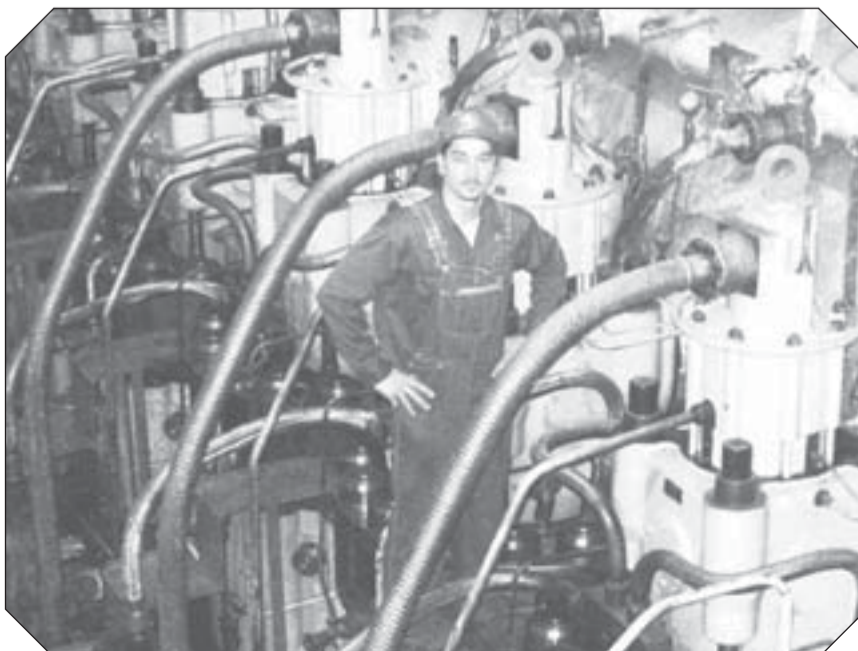
The 259-meter *Lykes Navigator*, a container ship, is on a regular run from the Gulf ports of New Orleans and Houston to the northern European ports of Bremerhaven, Germany, Thamesport, England and Antwerp, Belgium.



Steward Clyde Thompson does much of his menu planning on the computer.



Great camaraderie exists in the galley of the *Lykes Navigator* with Clyde Thompson (left) as steward and Michael Brown as the chief cook.



Jevon Vontoure, who was relief electrician aboard the *Lykes Navigator*, is shown in photo above and at home in the engine room at left.