



The Seafarers Log

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

Paul Hall Center 2007 Course Guide

The SIU-affiliated Paul Hall Center for Maritime Training and Education provides comprehensive curriculums for mariners at each stage of their careers, from entry-level training to license programs. The school also offers academic support including GED and college degree programs. Course descriptions and dates are featured in an eight-page section starting on page 9. Pictured at right are students in a few different classes conducted at the Piney Point, Md. facility.



Oakland Hall Welcomes House Speaker Pelosi Traditional Thanksgiving Event Gets Strong Turnout

House Speaker Nancy Pelosi (at podium, above) was the featured guest at the SIU's traditional pre-Thanksgiving gathering on the West Coast, which took place Nov. 21 at the new hall in Oakland, Calif. Approximately 250 people turned out for the 16th annual event (some of whom are pictured at right). Pictured above are (from left) U.S. Rep. George Miller, U.S. Rep. Barbara Lee, SIU VP West Coast Nick Marrone, Speaker Pelosi, SIU Asst. VP West Coast Nick Celona, Oakland Mayor Ron Dellums and San Francisco District Attorney Kamala Harris. Page 7.



President's Report

Security and Fairness

Some of our retired Seafarers recall that during World War II, they had to pass a very strict physical exam in order to qualify for a merchant mariner credential.



Michael Sacco

They had to walk through the door to the doctor's office. Then, depending on who was giving the exam, they usually had to show evidence of breathing.

An exaggeration? Barely, from what I've heard over the years. Despite the loose entry requirements, somehow the U.S. Merchant Marine in World War II—including thousands of SIU members—pulled off arguably the most important sealift mission in history. They were all volunteers and they all have my utmost respect, especially the many thousands who made the ultimate sacrifice. When it came to seamanship, they were second-to-none.

From a paperwork standpoint, things are slightly more complicated nowadays, as mariners have to jump through many hoops long before climbing the gangway. It probably won't become any easier with the TWIC and proposed new physical exam guidelines right on the horizon.

In any case, the SIU continues to push for fair treatment not only for our members but for all mariners as these new regulations and guidelines are formulated. We will maintain those efforts however long it takes, working cooperatively with the rest of maritime labor and with the Department of Homeland Security, including the U.S. Coast Guard, to the greatest possible extent.

The bottom line is that we always have been proponents of strong shipboard security and safety, including appropriate requirements for the men and women of the U.S. Merchant Marine. But those rules must be reasonable for everyone, from mariners to port workers to ship operators to the people who enforce them.

There's too much at stake for our government to rush finalizing any regulations or guidelines just for the sake of meeting a deadline. It has to be done right. At the same time, legitimate security enhancements are important for America's safety, and they should be put into place in timely fashion.

Finding the middle ground in that scenario is a challenge for government and industry alike.

Success in 2006

The SIU met with much success throughout the previous year, a fair amount of which is detailed elsewhere in this edition of the *LOG*.

We did it in part by sticking with a tried and true formula—one that first and foremost features the world's safest, best-trained, most reliable unlicensed crews. It's because of the outstanding work done by you, the rank-and-file Seafarer, that this administration can build on our foundation and continue securing new shipboard jobs and better contracts.

I particularly want to thank and recognize those members who in 2006 sailed in support of Operations Enduring Freedom and Iraqi Freedom as well as in hurricane relief missions along the Gulf Coast. Also, thanks to those members, including our brothers and sisters in the Government Services Division, who mobilized for humanitarian missions around the world. You all did a great job maintaining the U.S. Merchant Marine's traditional role as America's fourth arm of defense.

Of course, as Seafarers know well, political action also remains essential to maintaining a strong U.S.-flag fleet. The SIU continued supporting pro-maritime candidates in 2006, many of whom were elected or re-elected in November. I believe the makeup of the next Congress is positive for our industry, and I remain optimistic about future opportunities for the SIU. Here again, our members deserve credit for their grassroots political support and their voluntary donations to SPAD.

As we move forward in 2007, the SIU remains dedicated to providing more new opportunities and protecting Seafarers' jobs. We remain committed to meeting our manpower obligations in every segment of the industry. We remain steadfast in working with our affiliated Paul Hall Center in Piney Point, Maryland to help ensure that the school always offers state-of-the-art training.

With your continued support, I'm excited about 2007 and what it will bring for our union. On that note, I wish every Seafarer and retiree and SIU family a safe, healthy, productive Happy New Year.

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The SIU on line: www.seafarers.org

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Alaska Tanker Company's Latest Safety Milestone Is a Biggie: 10 Million Injury-Free Man Hours

SIU-contracted Alaska Tanker Company (ATC) continues to help set the worldwide standard for excellence in shipboard safety and environmental performance in the maritime tanker industry.

The Beaverton, Ore.-based business recently added yet another signpost to its already impressive list of accomplishments when it registered 10 million man hours without a lost-time injury. This latest milestone covers five years of operations throughout the company's SIU-crewed fleet and recognizes ATC's achieving the highest levels of safety and environmental performance while transporting Alaska North Slope crude oil from Valdez, Alaska to refineries in Washington state, California and Hawaii.

ATC operates six Seafarers-crewed vessels including the four new Alaska Class tankers built in San Diego: the *Alaskan Legend*, *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*, along with the *Denali* and the *Prince William Sound*.

ATC President and CEO Anil Mathur credited the SIU for substantially contributing to the company's outstanding safety record. "Our relationship with the Seafarers International Union has been crucial to our joint success," he said. "The SIU leadership has an enlightened and long-term view of what is best for their membership. This view matches our view in ATC. We both see safety as deeply personal and not about statistics. Safety is about taking care of ourselves every day, so we can live full lives and earn a good living for our loved ones. Our seafarers have responded with maturity and responsibility to the work environment we have jointly created. The



Pictured at a mid-November event in Washington, D.C. celebrating Alaska Tanker Company's latest safety milestone are (from left) SIU Executive VP Augie Tellez, ATC Labor Relations Director Bill Cole, SIU President Michael Sacco and ATC President and CEO Anil Mathur.

world-class achievement of completing 10 million man hours without a lost-time injury truly belongs to the workforce. It has been made possible by the core values we all share."

SIU Executive Vice President Augie Tellez said the latest milestone "very clearly should not be taken for granted. Ten million man hours without a lost-time injury is a great achievement—one that reflects well on the SIU members who crew their ships, the safety training that many of them have received at the Paul Hall Center, and of course the company. No pun intended, this kind of record does-

Continued on page 4

SIU-Crewed Wilson Deploys Peacekeeping Cargo to Lebanon

The U.S. Military Sealift Command (MSC) recently reported that Indonesia's army teamed up with forces from the U.S. Navy, Air Force and Army to deploy peacekeeping cargo for duty in Lebanon, with an assist from SIU members.

Beginning Nov. 2, about 200 pieces of equipment, painted bright white with U.N. markings, were loaded aboard the SIU-crewed *SS Wilson*, operated by Sealift, Inc. Later in the month, 850 Indonesian troops flew to Lebanon to meet up with their equipment and join the United Nations Interim Force in Lebanon.

According to MSC, the *Wilson* was making a routine port visit for supplies in Cape Town, South Africa, when it received the call to head to Jakarta. This was not the ship's first visit to that city—the *Wilson* visited the port in both 2003 and 2005 to deliver bulk rice for the United Nations' World Food Program.

"While the news came as a surprise to the crew, we are honored to support such an important



Photos Courtesy MSC

Indonesian army vehicles, repainted with U.N. peacekeeping force markings, are pictured pier-side near Jakarta prior to loading aboard the SIU-crewed *Wilson* (visible in background).

mission," said Paul Mallory, master of the vessel.

Indonesia will join 20 other nations supporting the U.N. in Lebanon who are expected to remain there for up to one year.

Russian-built BTR-80A armored personnel carriers, as well as 5-ton trucks, trailers, patrol vehicles, ambulances, construction equipment, water tanks and ship-

ping containers containing various supplies were loaded aboard the *Wilson* during around-the-clock cargo operations at the Tanjung Priok port just outside of Jakarta. The ship got underway for Lebanon Nov. 4.

Personnel from the U.S. Army's Surface Deployment and Distribution Command under the command of Army Lt. Col. Colice Powell, performed the advance planning with the Indonesian army.

"We worked with the Indonesian army for several weeks to coordinate the arrival of cargo at the port as well as to develop a plan to load it aboard the vessel," Powell said.

The ship arrived at Tanjung Priok during the early hours of Nov. 2. Shipboard cranes began hoisting cargo aboard at 10 a.m. that day. After discharging its cargo, the 607-foot vessel began a long voyage to Beirut.



An ambulance is loaded aboard the *Wilson*.

Union: Medical NVIC Needs Second Opinion

SIU Submits Detailed Recommendations on Proposed Guidelines

The SIU in late November formally submitted comments on a proposed U.S. Coast Guard (USCG) navigation and inspection circular (NVIC) designed to spell out medical and physical evaluation guidelines for merchant mariner credentials (Docket No. USCG 2006-25080).

While crediting the Coast Guard for soliciting comments and agreeing with the agency about the need for appropriate shipboard safety measures, the union voiced numerous concerns about potential unintended consequences that may stem from the draft NVIC.

When the NVIC was issued in September, the unofficial word initially was that the document simply specified the normal past practices for mariners who take physicals in order to secure or renew their merchant mariner document (MMD), also called a z-card. However, while not questioning the agency's intent, the SIU along with other maritime unions immediately recognized that the draft NVIC would significantly expand the list of poten-

tially disqualifying medical conditions.

The SIU worked with the AMO, MEBA and MM&P in reviewing the NVIC and crafting early strategies to help ensure appropriate revisions. In essence, each of the unions said that the NVIC goes too far, even while generally agreeing with its goals.

"This is believed to be the first time a NVIC has been opened for public comment, and the Coast Guard should be applauded for doing so," stated SIU Secretary-Treasurer David Heindel. "It's safe to say that maritime labor only asks that the end result be fair for everyone."

Comments were filed on behalf of both the SIU and the Seafarers Health and Benefits Plan (SHBP) by Kenneth B. Miller, MD, medical director of the SHBP. The SIU's remarks and recommendations included the following:

- In accordance with existing federal laws, develop a privacy policy to protect the rights of the individual mariner that is included in the NVIC,

along with a statement indicating that mariners won't face discrimination because of disabilities.

- The NVIC should clearly spell out basic elements of the appeals procedure for mariners. For instance, "It would be important for mariners and their physicians to know, at the outset, that any appeal must be filed in writing within 30 days, that the timeframe may be extended upon written request with good cause and that the initial action (denial) stands while the appeal is reconsidered, unless the denial is stayed by the USCG.... Given the unusually short timeframe for filing an appeal, it is unnecessarily burdensome to expect that a mariner or a physician be required to search for the critical information which may determine whether or not a mariner can retain his credential to be employed."
- Recognize and act upon potential problems stemming from the use of Federal



Officials from the SIU, Paul Hall Center, Seafarers Health and Benefits Plan, Maritime Trades Department, AMO, MEBA, and MM&P meet in Washington, D.C. in late November to take a closer look at the proposed NVIC.

Aviation Administration (FAA) physical exam guidelines in the maritime industry. "Inasmuch as the genesis and basis for Encl. #3 (the list of potential disqualifiers) was the rather detailed and comprehensive standards contained in the FAA regulations rather than a more traditional set of maritime related standards, there is a persistent concern that items in Encl. #3 will generate large numbers of waiver requests, costs and delays in medical follow-up, etc. Since everyone involved in the process up until this point has invested significant efforts in adapting the FAA standards to the maritime work environment, it is critical that the USCG recognize that a significant amount of discretion must be exercised in the adherence to such a detailed set of standards. Such discretion must be exercised at all levels of review including the initial examining physician, the initial and final medical reviewers at the National Maritime Center (NMC) and the reviews that may take place in the appeals process. In accordance with the general principles as outlined in the employment provisions of the Americans with Disabilities Act (ADA), each case must be handled on a case-by-case basis without application of absolute or inflexible automatic disqualifications."

- Rewrite the list of potentially

disqualifying conditions, because the initial draft in places is repetitive and overly complex.

In an introduction to a section titled "Technical Comments," Miller states, "Theoretically, many of the conditions listed in this enclosure, if taken to the extreme, could possibly be determined to either represent a 'significant impairment of functional status' or present 'a risk of sudden incapacitation'. Unfortunately, very little actual data exists in the medical literature to support such theoretical assumptions for many of the listed conditions. Therefore, it is even more critical that the NMC and the USCG be very thoughtful in their justification that such risks actually exist to the extent that a waiver should be denied."

He concluded, "The new USCG draft NVIC represents a major departure from current practice which may have far-reaching effects upon the entire maritime community.... The challenge for medical reviewers at the NMC will reside in the application of the medical guidelines in the NVIC in a fair and consistent manner in accordance with generally accepted principles within current medical practice.... We look forward to our continuing involvement in the review process."

The SIU's comments are posted in their entirety at www.seafarers.org in the "Heard at Headquarters" section.

Newer Ship Joins MSP Fleet

Washington Express Flags U.S., Replaces Liberator

The SIU-crewed Maritime Security Program fleet recently became more modern as the containership *Washington Express* replaced the older *Liberator* (formerly the *Stella Lykes*).

A ceremony took place Nov. 14 in Norfolk, Va. SIU Executive Vice President Augie Tellez and Vice President Government Services Kermet Mangram were among those representing the union.

The *Washington Express*, operated by Seafarers-contracted Marine Personnel and Provisioning, registered under the U.S. flag earlier in November. The ship is 798 feet long with a beam of 105 feet, 8 inches. Built in 2002 and delivered in early 2003, the vessel is equipped with four cargo cranes and can sail at greater than 21 knots. It has a TEU capacity of 3,237 and gross registered tonnage of 40,146.

Additionally, the *Washington Express* is the third of five vessels operated by Marine Personnel and Provisioning for Hapag Lloyd USA that are replacing



The *Washington Express*, pictured in Norfolk, Va., is part of the Seafarers-crewed MSP fleet.

older ships in the MSP fleet. Previously, the *Philadelphia Express* and the *St. Louis Express*, respectively, flagged U.S. in exchange for older vessels. This year, the *Yorktown Express* and *Charleston Express* are scheduled to join the Seafarers-contracted MSP fleet by late May.

The MSP has been a key element of America's economic and defense security since its enactment in 1996. The original 10-year program provided limited funding for 47 U.S.-flag commercial vessels, particularly container ships and roll-on/roll-off vessels, which were available to the Department of Defense in times

of war or national emergency.

A 10-year extension of the MSP was signed into law in late 2003, with the expanded program starting as the old one expired in October 2005. Among other enhancements, the current MSP increases the number of participants to 60 ships and provides financial assistance to construct five newly built tankers in the United States that are capable of carrying military petroleum products during a war.

Seafarers Approve Committee Report

During the December membership meetings, the SIU membership approved the tallying committee's report which concerned ratification of 11 constitutional amendments.

As previously reported, the tallying committee—composed of rank-and-file Seafarers—was elected by fellow members Nov. 6, 2006 in Piney Point, Md. The committee subsequently tabulated the ballots cast by union members in voting on proposed SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU constitutional amendments. The tallying committee report was submitted to the secretary-treasurer and was mailed to each port later in November. It was presented last month at the membership meetings. The report indicated that each of the amendments was approved by the membership, in each case by substantial majority.

Voting on the proposed amendments took place

Sept. 1-Oct. 31, with Seafarers securing ballots from union halls and mailing them to the bank depository.

Three of the amendments related to the creation of a new class of union member for retired SIU brothers and sisters. Among other things, these retiree members will receive the *Seafarers LOG* each month, and their annual dues rate was set at \$5 per member.

Other amendments included a modification of the types of mail services that may be utilized for union election cycles (reflecting the increased use of overnight mail and similar services and the decline of telegrams); elimination of the position of vice-president at large from the list of elected officers (to take place after the positions are vacated by current officeholders); a change in the port address of the San Francisco hall; establishing the annual dues amount for active members as \$500; tying wage increases for elected officials to those contained in the standard tanker and freightship agreements; and requiring that candidates for full book membership have paid an initiation fee of \$1,000, except as otherwise provided in the union constitution.

Standing aboard the newly reflagged ship are (from left) AB Gil Fucanan, AB Roberto Gonzalez, SIU Norfolk Safety Director Samuel Spain and AB Ciriaco Bonilla.



Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Jan. 1, 2007 for the observance of New Year's Day, and Monday, Jan. 15 for the observance of Martin Luther King Jr.'s birthday (unless an emergency arises). Normal business hours will resume the following workday.

Florida Monument Honors WWII Mariners

An American Merchant Marine Memorial which recognizes the contributions and sacrifices of civilian seaman during World War II formally was dedicated outside the War Memorial Auditorium in Fort Lauderdale, Fla. on Nov. 11.

Some 200 people, including members of the SIU, merchant marine veterans of World War II, veterans of other wars, and family members of each group turned out for the dedication. The event honored an exceptional group of seamen: U.S. Merchant Mariners who delivered cargo and troops to battle zones during the war. Although an estimated 9,300 mariners made the supreme sacrifice during the campaign and 12,000 more were wounded, their contributions over the years at

times had been forgotten.

"They had been responsible for piloting slow-moving cargo vessels and delivering goods and troops during World War II," wrote Elizabeth Baier, a staff writer who covered the monument dedication for the *South Florida Sun Sentinel*, "but no one knew who they were." These brave mariners were considered civilian volunteers, not soldiers or sailors, Baier noted.

The memorial, a handsomely fashioned section of black marble, is the end result of a great deal of hard work by members of the Gulfstream Chapter of the American Merchant Marine Veterans. Under the leadership of Joe Colon, president, AMMV, Gulfstream Chapter, members and community supporters raised nearly \$13,000 to fund the memorial. The SIU supported the project.

The memorial itself contains quotes from President Roosevelt, General Eisenhower, Winston Churchill and General MacArthur; statistics about the U.S. Merchant Marine in World War II; the U.S. Merchant Marine logo; and a likeness of the Liberty ship *John W. Brown*.

"For me personally, this is about getting the recognition that we didn't get when the war was over," Colon told Baier. He said that of the 250,000 civilian sea-

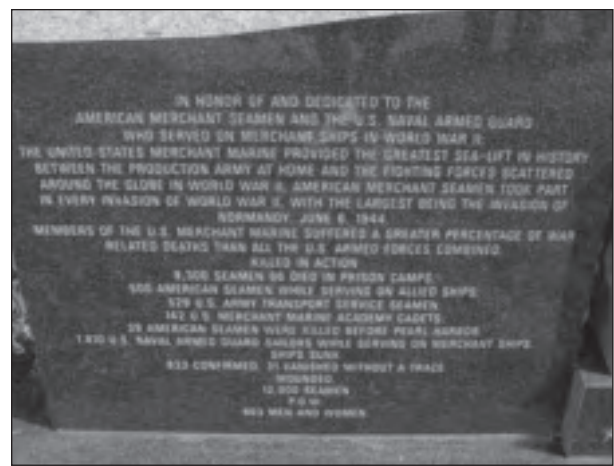


Active and retired Seafarers join SIU officials at the dedication. Pictured from left to right are Keith Bitran, Emanuel Paul, Johnny Oscar, Terry Abbott, Port Agent Kenneth Moore, John Davis, Joe Gutierrez, Safety Director Kevin Marchand, Jose Smith, Regina Ewing, Wilfredo Lansangan, Fred Hayston, Gerardo Vega and Alex Yekimenko.

men who served during World War II, an estimated 10,000 today are still alive and about 1,000 live in Florida.

Florida resident Dick Parrish, a veteran mariner who served for two years during World War II, attended the ceremony and openly shared his views about the monument. "It's absolutely beautiful," the 78-year-old veteran seaman told Baier. "It's taken a long time to get this recognition."

More than 1,200 SIU members gave their lives in World War II.



The U.S. Merchant Marine's contributions to the war effort are reflected in part by the statistics contained on the new monument.



The monument features the U.S. Merchant Marine seal and a likeness of the Liberty ship *John W. Brown*.

Dhooge Named to Governor-Elect's Transition Team; Westbrook Appointed to Maritime Security Committee

SIU New Orleans Port Agent Chris Westbrook recently was appointed to the Area Maritime Security (AMS) Executive Steering Committee for the New Orleans area, while SIU Boston Port Agent Gerard Dhooge was named to the transition team for Massachusetts Governor-elect Deval Patrick and Lt. Governor-

elect Tim Murray.

Dhooge, who also serves as president of the Maritime Port Council of Greater Boston and New England Area, will work alongside a diverse team of prominent Bay State residents—corporate executives, environmentalists, community activists, labor officials and others. In

recent years, under his guidance, the Boston port council has been involved in urging the state government to adopt energy policies to promote a cleaner environment, a stronger economy and more job opportunities for Massachusetts workers.

Patrick, who served as assistant attorney general for civil rights in the Clinton administration, was elected in November. He is the second African-American to be elected governor of a U.S. state.

Westbrook's invitation from the U.S. Coast Guard cited the SIU official's "skills, experience and expertise in the maritime field, and the vital service your participation will contribute to the safety and security of the nation's ports and waterways."

He is president of the Maritime Port Council of Greater New Orleans and Vicinity and also serves on the executive boards of the Greater New Orleans Central Labor Council and the New Orleans State AFL-CIO, respectively.

According to Title 33 of the Code of Federal Regulations (Section 103, part 310), responsibilities of an Area Maritime Security Committee include identifying critical port infrastructure and operations; identifying risks (threats, vulnerabilities, and consequences); determining mitigation strategies and implementa-



Chris Westbrook



Gerard Dhooge

ATC's Outstanding Safety Record

Continued from page 2

n't happen by accident—it happens because we all share a real commitment to safety, and we work together to reach our goals."

Last year, the Alaska State Legislature honored ATC for its consistently outstanding record, presenting a declaration commending the company for its safety-related efforts and achievements. The declaration noted that since 2002 (and as of

last summer, when it was presented), ATC ships safely carried 43.6 billion gallons of crude oil with just 27.2 gallons of hydraulic oil escaping to the sea (as a consequence of storm damage).

The United States Coast Guard recognized ATC's outstanding performance in 2004 when the company was awarded the Benkert "Osprey" Gold Award. In 2003, ATC earned a major Washington state award for excellence in marine safety and environmental stewardship.



The *Alaskan Legend* (pictured during construction early last year) is the newest double-hulled tanker in ATC's fleet.

tion methods; developing and describing the process to continually evaluate overall port security by considering consequences and vulnerabilities, how they may change over time, and what additional mitigation strategies can be applied; and providing advice to, and assisting the port captain in developing the formal AMS plan.

AMS committees (at all ports where they exist) also serve as a link for communicating threats and changes in MARSEC Levels, and disseminating appropriate security information to port stakeholders.

Several other SIU officials in recent years also accepted invitations to serve on AMS groups in their respective regions, all of which are voluntary. They include SIU Vice President Gulf

Coast Dean Corgay (Houston-Galveston), Vice President Atlantic Coast Joseph Soresi (Port of New York/New Jersey), Baltimore Port Agent Dennis Metz, Hawaii Port Agent Neil Dietz and Boston Port Agent Dhooge (Rhode Island and Southeastern Massachusetts AMSC).

Additionally, SIU Secretary-Treasurer David Heindel serves as first vice chair of the International Transport Workers' Federation's Seafarers' Section, a body that performs considerable work on maritime security; and Paul Hall Center Director of Training Bill Eglinton serves on the U.S. Department of Homeland Security's National Maritime Security Advisory Committee.

3rd T-AKE Ship, USNS Alan Shepard, Christened

More SIU jobs came on line Dec. 6 with the christening of the *USNS Alan Shepard* (T-AKE 3), the U.S. Navy's newest combat logistics ship.

The vessel, which will be crewed by Seafarers in the union's Government Services Division, was launched at the General Dynamics National Steel and Shipbuilding Co. (NASSCO) yard in San Diego. It was named in honor of New Hampshire native Alan Shepard, the nation's



Ship's sponsor and oldest daughter of Rear Adm. Alan B. Shepard, Laura Shepard Churchley (right), breaks a bottle of champagne over the bow of MSC's advanced auxiliary dry cargo/ammunition ship *USNS Alan Shepard* at the National Steel and Shipbuilding Company.

first man in space. John H. Sununu, a three-term governor of New Hampshire and former White House Chief of Staff, served as the ceremony's principal speaker. Laura Shepard Churchley, the eldest daughter of Shepard and the ship's sponsor, christened the vessel by breaking the traditional bottle of champagne against it during the morning ceremony. Two former Apollo astronauts—William Anders and Eugene Cernan—also were among the more than 2,000 people who attended the ceremony.

A native of Derry, N.H., Alan Shepard (1923-1998) joined the Navy in 1944. He was selected as one of the original seven Mercury astronauts in 1959. Shepard made two space flights, including the third successful lunar landing. He retired from NASA and the Navy as a rear admiral in 1974. Shepard was awarded the Congressional Space Medal of Honor and received two NASA Distinguished Service Medals. He spent his post-NASA career in business and for several years ran the Mercury Seven Foundation, a non-profit organization now called the Astronaut Scholarship

Foundation, which provides college science scholarships.

The *USNS Alan Shepard* is the third ship of an expected class of 11 dry cargo-ammunition ships for the Navy. The first ship of the class, *USNS Lewis and Clark*, was delivered to the Navy's Military Sealift Command (MSC) on June 20, 2006, and the *USNS Sacagawea* was christened June 24.

The T-AKE class incorporates international marine technologies and commercial ship-design features, including an integrated electric-drive propulsion system, to minimize operating costs over its projected 40-year service life.

Construction of the *Alan Shepard* began in September 2005. When it joins the MSC fleet later this year following a series of tests and sea trials, its primary mission will be delivering food, ammunition, fuel and other provisions to U.S. combat ships at sea. The 689-foot-long, 42,000-ton ship has modular cargo holding and handling systems onboard and can carry more than 6,600 tons of dry cargo and nearly 23,500 barrels of fuel.

A day after the christening,

NASSCO announced the start of construction on the sixth T-AKE ship, scheduled for delivery to the Navy in the fourth quarter of 2008.

MSC operates approximately 110 non-combatant, civilian-crewed ships that replenish U.S.

Navy ships, chart ocean bottoms, conduct undersea surveillance, strategically preposition combat cargo at sea around the world and move military equipment and supplies used by deployed U.S. forces. Many of those MSC ships are crewed by SIU members.



U.S. Navy photos by Alexis R. Brown
The *USNS Alan Shepard* is launched into the San Diego Bay shortly after the ship's christening ceremony Dec. 6. The ship will be crewed by members of the SIU's Government Services Division.

USNS Dahl Seafarers Embody Spirit of Giving Mariners Donate Gifts for Kids at Saipan Shelter

Seafarers and officers from the *USNS Dahl* recently sacrificed time and money to help make the holidays brighter for those less fortunate.

According to a report from the vessel (which is operated by SIU-contracted Maersk Line, Limited for the U.S. Military Sealift Command), the mariners donated \$2,400 to the Guma Esperanza shelter in Saipan—a facility offering various support services primarily for victims of domestic violence and the homeless. The funds were used to buy gifts for all 72 kids at the shelter along with holiday decorations and food.

It all started with a shipboard discussion about how to spend some or all of the money that crew members had earned via a quarterly safety award. The mariners quickly decided to "do some good" and reached out to a local priest at the Kristo Rai Parish on Saipan, who told them about the shelter.

With a big assist from the ship's agent, the crew rounded up gifts in a couple of days (versus the couple of weeks it would have taken on their own, according to the shipboard communication).

The crew initially had been



Steward James McLeod and Bosun Herman (Willie) Reynolds get into the holiday spirit.

surprised to learn that so many children were at the shelter. When the priest told them they could prioritize—meaning some would go without presents—the mariners immediately came through with additional donations.

As one mariner from the *Dahl* put it, "Sister Carol told us that she was on the verge of tears the whole time she watched us wrapping gifts, and that we should understand that we were giving to the 'poorest of the poor' on the island and it will absolutely make their holiday. Needless to say, it made me very proud to be part of

the *Dahl* family."

Seafarers aboard the *Dahl* during this period included Bosun **Herman Reynolds**, ABs **Robert Cullifer**, **William Johnson**, **Michael Praslicka**, **John Kolodziej** and **Timothy McHale**, OSS **Natalie Tremblay**, **Samuel Thatcher** and **Samir Beckford**, QMEDs **Kenneth Lockhart**, **Brent Morris** and **Scott Martin**, Wiper **Eric Martin**, Steward/Baker **James McLeod**, Chief Cook **Abraham Mills**, SAs **Jose Clotter** and **Bryan Coleman** and Chief Storekeeper **Roberto Castaneda**.



Crew members get together with shelter residents for this snapshot after wrapping gifts for the kids.

Solidarity Charter Program Extended Through 2008

The AFL-CIO Executive Council on Nov. 14 renewed the federation's solidarity charter program, allowing locals of disaffiliated unions to continue participating in local, state and regional AFL-CIO labor bodies. The council extended the solidarity charter program through the end of 2008.

"We need to ensure that the labor movement stays unified at the state and local level by extending the solidarity charter program," said AFL-CIO President John Sweeney during a meeting of the executive council, the 46-member leadership body of the AFL-CIO, which includes SIU President Michael Sacco.

The AFL-CIO has issued more than 2,500 charters to more than 1,300 local unions, who often affiliate at both the state and local level. The program was launched in August 2005 and had been set to expire at the end of 2006.

"During this past year (2006), maintaining unity at the grassroots level has enabled our local central bodies and state federations to remain strong voices for the union movement ... in our communities and in our state governments," read the statement on solidarity charters released by the executive council. "The value

of a united movement was seen clearly in the recent elections.... Local unions that would not have been able to participate in labor's mobilization instead were key partners in a stunning set of labor-led victories."

The statement pointed out that the program has had some problems, such as the fact that the AFL-CIO and the disaffiliated unions have still not reached a "fair share" agreement on the disaffiliated national unions helping to fund the local bodies. There has also been some attempted raiding among unions, which is prohibited under the solidarity charters.

"The charters allow us to continue to work together. Most of the disaffiliated unions' locals have affiliated with us. They've been active in our political programs and our issue work," said Shar Knutson, chairwoman of the St. Paul Regional Labor Federation.

"Solidarity charters are essential for us," said Charlie Fleming, president of the Atlanta-North Georgia Labor Council. "We're in a 'right-to-work' state. We can't do what we need to do without all the unions. We have to have the community, the religious groups, everybody."

Assistant VP Don Anderson Retires from SIU

With 33 years as an SIU official, Assistant Vice President Don Anderson, 56, retired Oct. 31, 2006.

Originally from Missouri, Anderson began sailing aboard inland tugs in 1969 and came ashore in St. Louis in 1973, working as a patrolman and organizer. He continued to help with organizing drives in St. Louis, Houston and Port Arthur, Texas. In 1986 he became port agent in Wilmington,

Calif. and was appointed assistant vice president in charge of the West Coast, also in '86. For the last 10 years, he has been working in the port of Tacoma, Wash.

Anderson last addressed the membership at the monthly meeting in Tacoma on Oct. 20, and six days later was given a proper SIU send-off, complete with a buffet-style luncheon/barbecue at the hall. Tacoma Port Agent Bryan

Powell presented Anderson with a ship's wheel from SIU President Michael Sacco and the union's executive board for his many years of service, in addition to a number of other mementos from the staff and local membership.

Powell said "Donnie has dedicated the past 33 years of his life to the SIU, serving our membership and furthering its interests. There are few among us who have not benefited from the efforts of people like Don and his willingness to go the extra mile. The staff and the membership here, I know, will miss him. He is a friend, a brother and a colleague to all of us, and on a personal note, the best fishing competition I have ever had.

"We wish him fair winds and calm seas and a happy and healthy retirement," Powell concluded, "and look forward to his continued involvement with the union as a retiree member!"

"Donnie was a dedicated official who always looked out for the membership's best interests, both on and off the job," stated SIU Secretary-Treasurer David Hein-

Tacoma Port Agent Bryan Powell (left) presents Anderson with a ship's wheel for his many years of service to the SIU.



Don Anderson is joined by Bosun Mickey Earhart and other SIU members as they enjoy good food and lively conversation at the barbecue held in honor of Anderson's retirement after 33 years as an SIU official.

del. "He opened his home to many seafarers who needed a place to sleep or may have just needed a meal, and it didn't matter whether he knew them or not. If you were lucky, while staying with Donnie, he may have taken you to his favorite fishing hole to catch a huge Texas bass.

"I would like to wish him well in his retirement," Heindel concluded. "He will surely be missed by all!"

When Vice President Contracts George Tricker became a patrolman in the port of Wilmington, he was taught the ropes under Anderson's leadership. Tricker ex-

pressed thanks to his former supervisor for the countless lessons he learned and wished Anderson "continued health and happiness in your retirement."

In reminiscing about his past 33 years with the union, Anderson stated, "I have always held it to be most noble to be so involved in the labor movement and, in particular, the SIU. It is amazing to me when I look back on times past and realize how far we have come as a union and as in industry.

"I can't express in words alone how very proud I am to have been a part of the opportunities, growth and prosperity that has availed itself to us all over the years."

There's no question about what Anderson will be doing in his retirement. He and his wife, Joyce, have a business at home specializing in preparing tax returns for seamen. Additionally, they live on a 20-acre farm in Washington state with four of their six children (the two others live nearby), so there will always be something to keep them occupied.



Don's wife, Joyce, joined in the retirement celebrations.

2006 - A Review of the Year

Continued from page 24

aboard the *USNS Spica* and the *Mt. Whitney*. New mattresses and dressers were provided to MSC mariners, increasing the habitability and comfort aboard the vessels. The SIU with the assistance of proactive CIVMARS prompted MSC to change inadequate and unsafe hotels in Earle, N.J. and Norfolk, Va. The changes should take place in early 2007.

As a result of the deaths of two CIVMARS using man-lift equipment, the union has spent and will continue spending much time and effort to upgrade safety procedures for all CIVMARS engaged in high-risk work.

Communication is another very big issue addressed in 2006 and will continue in 2007. CIVMAR "e-grams" were introduced and widely applauded as a way to get union news to CIVMARS in between *Seafarers LOG* deliveries to the ship. (If you would like your address on the e-gram list, please send your e-mail address to civmarsup-

port@seafarers.org)

The union also is gathering information and crafting proposals to address MSC's limitation of internet access to private e-mail servers for CIVMARS.

Additionally, the SIU has been successful in assisting CIVMARS who were subjected to adverse actions or disciplinary proceedings, working with MSC to diminish the punishment and save jobs.

All of these efforts increase the union's costs of representation. CIVMAR dues have been increased slightly to cover rising expenses in the amount of \$19.23 per pay period.

Other Important News

The AFL-CIO, to which the SIU is affiliated, announced a billion-dollar revitalization program for the Gulf Coast.

The federation announced that for the first time in six years, the number of people belonging to unions increased in 2005.

The Paul Hall Center conducted shipboard safety training on

the *Cape Washington* and *Cape Wrath* in Baltimore. The school announced revised matrixes designed to help engine-department mariners advance their careers. Overall, more than 7,000 students trained at the Paul Hall Center last year.

Democrats gained majorities in the House and Senate. Newly elected leaders reflect a strong pro-maritime background.

Through its affiliation with the International Transport Workers' Federation, the SIU assisted in getting back pay and other reparations for crews from the Panamanian-flag gambling ship *Island Casino*; the *Taxiarchis Sierra*, a Cyprus-flagged bulker; and the *Trinity Sierra*, also a Cyprus-flagged bulker, among others. Dollar amounts in those cases totaled several hundred-thousand dollars.

MSC welcomed Rear Adm. Robert D. Reilly Jr., who succeeded the retiring Vice Adm. David L. Brewer as commander of the agency.

The Senate on Aug. 3 con-

firmed Sean Connaughton as the new administrator of MarAd.

Final Departures

With heavy hearts and appreciation for all they gave to the union and the industry as a whole, the SIU said goodbye to too many friends in 2006. That list included Brother **Ron Emory** and two officers who perished Jan. 18 in the tragic sinking of the tug *Valour* off the coast of Cape Fear, N.C.; SIU Assistant Vice President Contracts Steve Judd, 45; retired UIW Assistant Vice President Robert O'Keefe, 76; retired Port Representative Edward Smith, 79; Paul Hall Center Instructor Larry Malone, 65; retired Paul Hall Center official Bill Saul, 80, an industry pioneer; retired NMU Secretary-Treasurer Thomas Martinez, 88; retired Vice President Contracts Red Campbell, 84; and retired Seafarers Vacation Fund employee Louis Bush, 88.

Taking a Pierhead Jump; Need Meds?

When a Seafarer is at the hiring hall and a job comes up, usually there is no problem making it to the ship within the span of a few hours. But when medication is a concern, the situation becomes a bit more problematic.

With the current prescription mail order program (Prescription Solutions), Seafarers can get 90 days worth of their maintenance medicines, which is usually adequate. But if they are going to be on a ship for six months, for example, and have only a 30-day supply of medicine on hand, what can they do?

There is no perfect solution in this case. If they want to take the job and they do need a drug refill, there are a couple options.

Time is of the essence in taking a pierhead jump. A member can obtain a prescription override form at the port office for required medications, immediately call their doctor and have him or her call in a new prescription to a nearby participating pharmacy, and then pick it up. As a last resort for late evening or weekend pierhead jumps,

the member can call his or her doctor for the required medication, pick it up, pay for it out of pocket and then submit the receipt to the Seafarers Health and Benefits Plan (SHBP) for reimbursement.

It may happen that the doctor is not in the office that particular day, but by already having developed a relationship with one's caregiver, this should not be a problem. The Seafarer should communicate with his or her doctor beforehand, finding out the best way to contact the doctor after hours and on weekends in such cases. That could eliminate problems such as the one involving a pierhead jump.

The SHBP will do what it can to assist each SIU member in this predicament, but, ultimately, it is the responsibility of every Seafarer to be ready to take a shipboard job when it comes along. And that means being prepared by having the names, addresses and telephone numbers of their doctors and local pharmacies as well as a list of the medications they take.

With Ghouls Aboard the Sumner



Seafarers aboard the *USNS Sumner* got into the Halloween atmosphere with a breakfast menu featuring eyes to order, steamed spider legs and grilled bat, among other, um, delicacies. The descriptions, of course, were tongue-in-cheek, but the actual food proved tasty as usual. Pictured aboard the vessel are (from left) OS Ray Roldan, GVA Dom Dalmacio, Chief Cook George Creekmore, Chief Steward Wanda Glinke and GVA Jim Hurtt. Not pictured is GVA Frank Cacayuran. (The chief steward swears that isn't Brother Frank's head on the platter.) Thanks to *Sumner* Master Fred Smallwood for forwarding the photo, taken while on survey operations in the East China Sea.

New Location, Same Great Tradition For SIU's West Coast Thanksgiving

The 16th installment of the SIU's annual pre-Thanksgiving feast in the San Francisco area proved enormously popular, upbeat—and filling, according to SIU Assistant Vice President West Coast Nick Celona, who closely worked with the committee that organized the event.

There was one big change for the 2006 gathering: For the first time, it took place at the new SIU hall in Oakland, Calif., because the union last summer moved out of its old hall in San Francisco.

However, the nine miles separating those buildings certainly didn't hurt attendance or enthusiasm for the traditional get-together, which featured Seafarers, SIU retirees, members of Congress, the mayor, military personnel from the Marine Corps and Coast Guard, and other friends from the labor movement, business community and local government.

The Nov. 21 feast also was a historic occasion in that keynote speaker Nancy Pelosi (D-Calif.) made her first public address since becoming Speaker of the House.

"We had about 250 people in attendance and it went very

well," said Celona. "The event lasted from 11:30 a.m. until 2 p.m. and no one left hungry, that's for sure. We had a traditional Thanksgiving menu and, as always, much of the success is due to the many rank-and-file SIU members who donated their time and talents for the occasion. I can't thank them enough."

He said that many of

Left: House Speaker Nancy Pelosi addresses the crowd at the Oakland hall.



Guests Peggy Hardy, Clara Curry, Tracey Moore (secretary at Oakland hall, standing), Brooklyn Moore

the guests were getting their first looks at the Oakland hall, and the reviews were favorable.

"Everyone liked the old place in San Francisco, but the compliments for the new building were plentiful," he stated. "The most frequent comments were that the new hall is modern and has a unique feel."

The move also didn't prevent Alioto's Restaurant on Fishermen's Wharf from assisting with the event, as they've done for many years. Scott's

Seafood from Jack London Square catered the occasion.

Attendees included Speaker Pelosi and U.S. Reps. Barbara Lee, Jerry McNerney and George Miller; Oakland Mayor Ron Dellums; San Francisco District Attorney Kamala Harris; San Francisco Fire Chief Joanne Hayes-White; San Francisco Superior Court Judge the Honorable Charlene Mitchell; Admiral Frank Johnston, the Western Region director for the U.S. Maritime Administration; and James Bartha, Western

Region chief of contracts for MarAd.

Also in attendance were representatives from the 1st Battalion, 14th Marine Regiment; the U.S. Coast Guard; unions including the Sheet Metal Workers, Carpenters, Fire Fighters, Police

Officers Association, Laborers, IBEW, ILWU, Plumbers, San Francisco Bar Pilots, Sugar Workers, Theatrical Stage Employees, Sign Display & Allied Crafts Local Union, AMO, MEBA, MFOW, and MM&P; maritime companies Horizon, Matson, Crowley, Armada Shipping, APL and Starlight Marine; Art Pulaski, executive secretary-treasurer of the California Labor Federation; and Jack Tatum, retired NFL star and founder of the Jack Tatum Fund for Youthful Diabetes.

Right: San Francisco District Attorney Kamala Harris, San Francisco Fire Chief Joanne Hayes-White



SIU Electrician Ian Hindley (right) joins members of the 1st Battalion, 14th Marine Regiment in presenting the colors.



Pilar Schiavo, political director, San Francisco labor council; Leonard Stefanelli, VP of NorCal and member of Cow Palace board of directors; Honorable Charlene Mitchell, San Francisco Superior Court judge



Theatrical Stage Employees Executive VP Eddie Powell (far left, partly cropped); San Francisco Bar Pilots President Peter Mclsaac; USCG Captain Gerald Swanson, chief of Prevention Division; USCG Chaplain Brian Younger



Nick Celona, Oakland Mayor Ron Dellums, Nick Marrone



San Francisco Fire Department Captain Jim Vannucchi, SIU Assistant VP Nick Celona, Firefighters Union Local 798 President John Hanley



Congressman Jerry McNerney, Congressman George Miller, SIU Assistant VP Nick Celona, Congresswoman Barbara Lee, SIU VP West Coast Nick Marrone



Seafarers and guests enjoy good food and good company at the Oakland hall's pre-Thanksgiving event.

IMPORTANT NOTICE REGARDING NMU VACATION FUND BENEFITS

November 20, 2006

Dear Fund Participant:

The NMU Benefit Plans are pleased to inform you that, effective January 1, 2007, the NMU Vacation Fund (the "NMU Fund") will merge into the Seafarers Vacation Fund (the "SIU Fund"). The Board of Trustees of each of the Funds anticipates that the merger will be mutually beneficial for all Fund participants.

Benefits Under the NMU Fund as of December 31, 2006

Up to and including December 31, 2006, if you have thirty (30) days of covered employment for which you have not yet collected a vacation benefit from the NMU Fund, you will be eligible to apply for such earned and uncollected benefits from the SIU Fund at any time on or before December 31, 2008. Please be aware that the SIU Fund allows participants to collect accrued vacation benefits while working in covered employment and, thus, you will be eligible to collect the vacation benefits that you accrued under the NMU Fund at any time before January 1, 2009 even if you continue to work in covered employment. However, on January 1, 2009, all uncollected vacation benefits that you accrued under the NMU Fund will expire.

Participation in the SIU Fund

If you have an uncollected vacation benefit under the NMU Fund as of December 31, 2006, you will be eligible to begin accruing vacation benefits under the SIU Fund beginning on January 1, 2007, pursuant to the terms of the SIU Fund's Plan. (A copy of the SIU Fund's Summary Plan Description, which will govern your benefits, will be provided to you by the SIU Fund Office.)

If you do not have an uncollected vacation benefit under the NMU Fund as of December 31, 2006, you must become eligible to participate in the SIU Fund before you may begin accruing benefits under the SIU Fund in accordance with the terms of the SIU Fund's Plan, including by satisfying the rule that requires sixty (60) days of covered employment prior to the commencement of participation.

Applying for Benefits

Whether you are applying for your vacation ben-

efit earned under the NMU Fund or a benefit earned under the SIU Fund following the merger, beginning on January 1, 2007 you will be required to apply for your benefits from the SIU Fund, and all benefits to which you are entitled will be payable by the SIU Fund. If you have already applied for a benefit from the NMU Fund prior to the merger date, with payment to begin following the merger date, the benefit will be paid by the SIU Fund.

* * *

The Board of Trustees of the SIU Fund reserves the right, in its sole and absolute discretion, to amend, modify or terminate the plan of benefits (including with respect to benefit levels and eligibility requirements), at any time and for any reason, consistent with the terms of any applicable collective bargaining agreement.

It has been a pleasure to serve you over the years. We know that the Board of Trustees of the SIU Fund looks forward to administering your benefits. For more information about the SIU Fund benefits, please contact the plan administrator at (301) 899-0675.

Sincerely,
Board of Trustees
NMU Vacation Fund

This Notice describes changes to the benefits provided under the NMU Vacation Plan (the "Plan") which will take effect on January 1, 2007. This summary is intended to satisfy the requirements for the issuance of a Summary of Material Modification ("SMM") under the Employee Retirement Income Security Act of 1974, as amended ("ERISA"). You should take the time to read this SMM carefully and keep it with your copy of the Summary Plan Description ("SPD"). If you have any questions regarding these changes, please contact the NMU Fund Office at 360 West 31st Street, New York, NY 10001, or by phone at (212) 337-4900 before December 31, 2006, or the SIU Fund Office, 5201 Auth Way, Camp Springs, MD 20746, or by phone at (301) 899-0675 as of January 1, 2007.

This SMM is intended to provide you with an easy-to-understand description of certain changes to the Plan. While every effort has been made to make this description as complete and as accurate as possible, this SMM, of course, cannot contain a full restatement of the terms and provisions of the Plan. If any conflict should arise between this summary and the Plan, or if any point is not discussed in this SMM or is only partially discussed, the terms of the Plan will govern in all cases.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

April 15, 2007 Is the Scholarship Deadline

No matter what your qualifications or needs are, no one can be awarded an SIU scholarship without filling



out an application and mailing it to the Seafarers Health and Benefits Plan by April 15.

That leaves three months in which to apply for one of the eight scholarships being given out this year—so don't put it off any longer.

First, obtain a scholarship program booklet, which spells out eligibility requirements and procedures for applying. It also includes a copy of the application form. You may get the booklet in any SIU hall or by requesting one by completing the coupon below and mailing to the address listed.

The application form is

very straightforward. But the entire application package contains a number of additional items that must accompany the form and may take a little time to collect. They include: autobiographical statement, photograph, certified copy of birth certificate, high school transcript and certification of graduation or official copy of higher school equivalency scores, college transcript, letters of reference and SAT or ACT results.

This is a great opportunity for Seafarers or their dependents who would like to continue with their education at the college level.

Don't delay. Send for your program booklet today.

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number () _____

This application is for: Self Dependent

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

1/07

Paul Hall Center School Supplement

This handy version of the Paul Hall Center's catalog is printed in the Seafarers LOG as a convenience to SIU members. Please keep it for reference. NOTE: Prerequisites for all upgrading courses in the SHLSS catalog include being 18 years old, holding a U.S. Merchant Marine Document, passing a physical exam, and English language proficiency.

Paul Hall Center Course Guide for 2007

This year marks the 40th anniversary of the Paul Hall Center for Maritime Training and Education, and the school enters 2007 fully focused on continuing to deliver the world's best-trained mariners.

Located in Piney Point, Md., the school offers approximately 50 U.S. Coast Guard-approved classes—the most such courses provided by any maritime school in the nation.

With a strong emphasis on hands-on training, the school offers everything from entry-level programs to upgrading classes to license preparation to academic support and more. Students also may receive college credit recommendations for successfully completing certain sanctioned courses.

In recent years, the center has answered America's heightened security needs by implementing comprehensive maritime safety and anti-terrorism training for every student who passes through the front gate. For example, the school added a small-arms range approved by the U.S. Military Sealift Command (along with accompanying curriculums) and then in early 2005 became the first facility to offer a vessel security officer course approved by the U.S.

Maritime Administration.

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

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

With the rebirth of the American-flag deep sea cruise ship industry, the school has developed new courses and built additional facilities specifically to help meet the manpower needs of this important component of the U.S. fleet.

An overview of many of the courses available at Piney Point is

contained in this eight-page section and also appears on the web site www.seafarers.org, in the Paul Hall Center section.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings. Schedules also are available on the web site.

The basic eligibility for SIU members who want to upgrade at Piney Point includes 125 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold. For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.

DECK DEPT.

Ratings Forming Part of a Navigational Watch/Able Seaman

Applicants completing our 4-week Ratings Forming Part of a Navigational Watch/Able Seaman program satisfy: (1) the training, seagoing service, and assessment requirements of 46 CFR 12.05-3(c) and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written examination requirements of 46 CFR 12.05-9 for the "Deck General & Navigation General" and "Deck Safety & Rules of the Road" exam modules for any Able Seaman endorsement and the practical (knot tying) examination requirements of 46 CFR 12.05-9 for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05, including sea service, are also met.

The course consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

Prerequisites: Sea service, Water Survival (Lifeboatman), STOS

Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master, the OIC of the navigational watch, or qualified ratings (STCW)

Limited: 18 months' service on deck, 2 months' sea service under the supervision of the Master, OIC, or qualified ratings.

Unlimited: 3 years' deck, 2 months' sea

service under the supervision of the Master or OIC

Bridge Resource Management

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/ 2, Part 3-1 of the STCW Code.

Bridge Resource Management-Unlimited is designed for persons with significant shipping experience who hold or are seeking a U.S. Coast Guard license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2, and B-VIII/2 and 46 CFR 10.25 and 10.209.

Prerequisites: Radar Unlimited, ARPA, License of 200 Gross Tons or greater OR seeking an original third mate or limited license

Bridge Resource Management (1600 Tons or less)

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

Prerequisites: Radar Unlimited, ARPA, License of 200 gross tons or greater OR in the process of getting license

Celestial Navigation

Applicants completing our 126-hour Celestial Navigation course with a passing grade of at least 80% satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-1A; OICNW-1-1B; OICNW-1-1C; OICNW-1-1D; OICNW-1-1E and OICNW-1-1F.

The course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars, and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Prerequisites: ARPA, Radar Observer, Scientific calculator skill, time/speed/distance formula

Electronic Chart Display Information Systems (ECDIS)

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

The course provides training in the basic theory and use of electronic chart display and information systems (ECDIS) for those who will be in charge of a navigational watch on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth.

Prerequisites: General Admission



requirements; ARPA certificate; Radar certificate; Terrestrial Navigation training for license preparation; USCG-approved STCW Basic Safety Training course

Electronic Navigation

Any applicant who has successfully completed our 40-hour Electronic Navigation course will satisfy the Electronic Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this course will be accepted as the equivalent of the following assessments from the National

Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-4A; OICNW-1-4B; OICNW-1-4C; and OICNW-1-4D. Applicants who have successfully completed your course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Fast Rescue Boats

Applicants completing our 30-hour Fast Rescue Boats course satisfy the requirements of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats.

The Paul Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students learn how to operate a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to

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carry out search patterns.

Prerequisites: Basic Safety, Survival Craft and Rescue Boats other than fast rescue boats

Fundamental Concepts of Navigation

Applicants completing our 70-hour Fundamental Concepts of Navigation course and who present our Certificate of Training at a Regional Exam Center WITHIN 5 YEARS of the completion of training, receive 20 days' sea service credit that may be used—ONLY—for the following: (1) Any license restricted to service upon vessels of not more than 200 gross tons (domestic); OR (2) Any license restricted to service upon inland or Great Lakes waters; OR (3) Any Able Seaman endorsement PROVIDED that the applicant has at least 6 months of actual sea service that can be credited toward an Able Seaman endorsement.

Topics covered in this class include the use of nautical charts, calculating time, speed, and distance problems, the use of plotting instruments and compasses, dead reckoning, bearings, fixes, current sailing, piloting, and an introduction to collision regulations and rules of the road.

Prerequisite: 120 days of sea time as an AB

Global Maritime Distress & Safety System (GMDSS)

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75% satisfy the GMDSS training requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code.

Applicants for this 70-hour course must hold a 200-ton or greater license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

Prerequisites: 1 year experience as a member of navigational watch on the bridge of an ocean going vessel OR licensed radio officer or engineer

Government Vessels

This 3-week class is open to mariners sailing in any department. The course is structured as three 1-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

Prerequisites: No additional

Magnetic and Gyro Compasses

Any applicant who has successfully completed our 20-hour Magnetic and Gyro Compasses course will satisfy the Compass—Magnetic and Gyro training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this course will be

accepted as the equivalent of assessments OICNW-1-5A; OICNW-1-5B; OICNW-1-5C; OICNW-1-5D; and OICNW-1-5E from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service



Meteorology (Operational Level)

Any applicant who has successfully completed our 40-hour Meteorology (Operational Level) course will satisfy the Meteorology training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments conducted in this course will be accepted as the equivalent of OICNW-1-7A; OICNW-1-7B; and OICNW-1-7C from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Radar Observer (Unlimited)

Applicants completing our 5-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: Navigation exercises

assume background in chart work and coastal navigation

Radar Observer Recertification

Applicants completing our 1-Day Radar Observer Recertification course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the

STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisites: No additional

Radar Observer Refresher

Applicants completing our 3-Day Radar Observer Refresher course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisite: Radar Observer

ARPA

Applicants completing our 32-hour Automatic Radar Plotting Aids (ARPA) course, including successful demonstration of all practical assessments, satisfy the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1). The practical assessments conducted in this course are equivalent to the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-3-2A; OICNW-3-2B; OICNW-3-2C; OICNW-3-2D; OICNW-3-2E; OICNW-3-2F; OICNW-3-2G; OICNW-3-2H; OICNW-3-2I; OICNW-3-2J; OICNW-3-2K; OICNW-3-2L; and OICNW-3-2M. (Navigation exercises assume background in chart work and coastal navigation.)

This course of instruction incorporates the use of ARPA simulation equipment to operate, observe, and use the radar plotting aids. Students gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and gain knowledge of tracking capabilities, processing, operational warnings, and target acquisition.

Prerequisite: Radar Observer

Medical Care Provider

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are

employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within 5 years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

Prerequisites: Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or equivalent certification issued through a similar authorizing agency

Officer in Charge of a Navigational Watch (Including Sea Service)

Applicants completing our entire 16-week Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watch-keeping duties under the supervision of the master or a qualified officer. Applicants must have previously completed our entire Unlicensed Apprentice Program, and sea service awarded for completion of the Unlicensed Apprentice Program may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment requirements of 46 CFR 10.910 and Section A-II/1 and Table A-II/1 of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

Prerequisites: ARPA, Basic/Adv. Fire Fighting, BRM, Celestial Navigation, First Aid, GMDSS, Medical First Aid Provider, Proficiency in Survival Craft or Water Survival, Radar Observer, Tanker Familiarization, Visual Communication, BST, sea time for 3rd Mate and OICNW

Oil Spill Prevention and Containment

This 1-week course consists of classroom and practical training exercises. Topics include oil types and petroleum products' behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents, suction equipment, skimmers, and their proper use; and small boat operations. Students also receive instruction in spill containment booms, boom towing configurations, and anchoring operations.

Prerequisites: No additional prerequisites

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HAZMAT Recertification

This 1-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

Prerequisite: 24- or 40-hour Hazardous Materials (HAZMAT) courses

Personal Safety & Social Responsibilities

Applicants completing our 4-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of 46 CFR 10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

This course provides the unlicensed apprentice candidate with a general understanding and basic knowledge of human relationships, social skills necessary for living and working aboard operational merchant ships, and a working knowledge of issues impacting preparedness for international travel.

Prerequisites: No additional prerequisites

Personal Survival Techniques

Applicants completing our 12-hour Personal Survival Techniques course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1).

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination

requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx),—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 10.205(l)(1).

This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: No additional prerequisites

Search and Rescue (Operational Level)

Any applicant who has successfully completed our 16-hour Search & Rescue (Operational Level) course will satisfy the Search & Rescue training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC).

Prerequisite: AB with one year of sea service

Specially Trained Ordinary Seaman

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements for service as a Specially Trained Ordinary Seaman AND the training and assessment requirements of Table A-II/4 of the STCW Code, "Specification of Minimum Standard of Competence for Ratings Forming Part of a Navigational Watch," and 46 CFR 12.05-3(c) PROVIDED they also present evidence of at least 6 months' sea-going service performing navigational watchkeeping functions under the supervision of the Master or officer in charge of the navigational watch. If the applicant does not present evidence of 6 months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for 1 year and may not be renewed.

This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It meets the requirements of 46 CFR 12.05.3(c) and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knot-tying, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules

of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

Prerequisites: UA Program Phases 1 and 2

Tank Barge Dangerous Liquids

Applicants completing our 38-hour Tank Barge Dangerous Liquids Course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements of 46 CFR 13.309 for an endorsement as Tankerman-PIC (Barge).

Prerequisites: Present evidence of service in accordance with 46 CFR 13.303. Fire Fighting may be taken simultaneously with the course

Tank Ship Dangerous Liquids

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115(b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement.

This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Dangerous Liquids (Simulator)

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115(b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement;—AND—receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND—(2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3).

This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Familiarization (Dangerous Liquids)

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an

original endorsement as Tankerman-Assistant DL.

This course meets the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide students with the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

Prerequisite: Fire Fighting

Tank Ship Familiarization (Liquefied Gases)

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant (LG);—AND—(2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code.

This course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

Prerequisite: Advanced Fire Fighting

Vessel Security Officer

This 12-hour course provides knowledge to those wishing to perform the duties and responsibilities of a Vessel Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1) of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs).

Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

Prerequisites: No additional prerequisites

Visual Communications (Flashing Light)

Applicants completing our 1-day Visual Communications course with a minimum score of 80% will: (1) Satisfy the practical signaling examination requirements (flashing light) of 46 CFR 10.401(h) IF presented WITHIN 1 YEAR of the completion of training;—AND—(2) Be considered to have successfully demonstrated the competence "Transmit and Receive Information by Visual Signaling" of Table A-II/1 of the STCW Code.

Prerequisites: No additional prerequisites

Apprentice Mate (Steersman)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on uninspected towing vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal, Great Lakes, and Western Rivers;—OR—(2) the examination requirements of 46 CFR 10.205(i) for an

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original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal, Great Lakes, and Western Rivers) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46 CFR 10.464(h) are also met.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements:

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation OR equivalent course OR experience as determined by the instructor; valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)

Master 100 Tons

The Paul Hall Center's 90-hour Master 100 Tons, Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on passenger vessels sailing under U.S. flag or registered/documented under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.206(i) for original license, 46 CFR 10.209(c)(iii) for renewal, and 46 CFR 209(f) for reissue. Students who present our certificate of training at a regional exam center within 1 year of the completion of training will satisfy the exam requirements of 46 CFR 10.205(i) or reissuance of a license.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected passenger vessel of 100 tons and its passengers; be aware of obligations under

Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Students successfully completing the course will be issued a certificate for successful completion for a Master 100 Ton, Near Coastal license.

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements:

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5; Fundamentals of Navigation, valid Radar Observer Unlimited certificate; Able Seaman endorsement (any)

Terrestrial and Coastal Navigation

Any applicant who has successfully completed our 80-hour Terrestrial & Coastal Navigation course will satisfy the Terrestrial Navigation and Coastal Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC).

The practical assessments conducted in this course will be accepted as the equivalent of the following assessments from the National Assessment Guidelines for Table AII/1 of the STCW Code: OICNW-1-2A; OICNW-1-2B; OICNW-1-2C; OICNW-1-2D; OICNW-1-3A; OICNW-1-3B; and OICNW-1-3C. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Emergency Procedures (Operational Level)

The Paul Hall Center's 21-hour Emergency Procedures at the Operational Level course is designed for mariners who are employed, or may be employed, on U.S. flagged vessels. This stand-alone course is a component of the Paul Hall Center's Officer in Charge of a Navigational Watch (OICNW) Program.

The functional elements of this course specifically meet Function 1: Navigation at the Operational Level; Competence 1.4 Respond to Emergencies; and Knowledge, Understanding, and Proficiency 1.4.1 Precautions for Protection and Safety of Passengers of the International Maritime Organization's (IMO) OICNW Model Course No. 7.03 and the requirements of USCG Policy Letter 01-02. No OICNW assessments will be conducted in this

course. Successful candidates will earn a Paul Hall Center certificate of training Emergency Procedures at the Operational Level.

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements:

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5

Basic Cargo Handling and Stowage (Operational Level)

The Paul Hall Center's Basic Cargo Handling and Stowage course is a 66-hour course for students who are employed, or may be employed, on U.S.-flag vessels as required by STCW 1995, as amended, and are licensed or intending to be licensed personnel.

On successful completion of this course, students will be able to use cargo plans and tables or diagrams of stability and trim data to calculate the ship's initial stability, drafts, and trim for any given description of cargo and other weights. They will also be able to determine whether stresses on the ship are within permitted limits by the use of stress data or calculation equipment, or software. They will understand safety precaution used prior to entering enclosed or potentially contaminated spaces.

Students should be able to supervise the preparation and dunnaging of holds and the operation of ships' cargo gear and will be aware of the importance of adequately securing cargo to prevent damage to the ship or cargo. Trainees will identify dangerous goods and know that they are stowed and separated according to requirements of the IMDG Code. They will also know the hazards related to some bulk cargoes and the precautions to take during their loading, carriage, and discharge. Trainees will also have a basic knowledge of the piping and pumping arrangements of oil tankers.

This course specifically addresses "Function: Cargo handling and stowage at the operational level" and "Competence: Monitor the loading, stowage, securing, care during the voyage and the unloading of cargoes" and "Knowledge Understanding and Proficiency: Cargo handling, stowage, and securing" found in Table A-II/1 of the STCW Code, amended 1995. This is accomplished through classroom lecture and practical exercises. Students successfully completing this course will be awarded a Paul Hall Center Basic Cargo and Stowage at the Operational Level course certificate.

Prior to the scheduled class convening date, each candidate must meet the following entrance requirements:

Possess a U.S. Merchant Mariner Document (MMD); provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 13.125; speak, read and understand the English language in accordance with 46 CFR 13.111; provide documented proof of fulfilling USCG approved sea time requirements, completion of Basic Stability course

Basic Shiphandling and Steering Control Systems

Any applicant who has successfully completed the 40-hour Basic Shiphandling & Steering Control Systems (Operational Level) course will satisfy the Basic Shiphandling & Steering Control Systems training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). The practical assessments in this class will be accepted as the equivalent of the following assessments from the



National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-6A; OICNW-1-6B; OICNW-5-1A; OICNW-5-1B; and OICNW-5-1C. Applicants who have successfully completed your course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

Basic Stability (Operational Level)

The Paul Hall Center's 40-hour Basic Stability at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels. It takes into account STCW Code, Table A-II/1, "Function: Controlling the operation of the ship and care for persons on board at the operational level," and "Competence: Maintain seaworthiness of the ship," and "Knowledge, understanding and proficiency, Ship stability."

Upon successful completion of the course, students will have knowledge of the principal structural members of a ship and the proper names of the various parts. They will be able to use tables and diagrams of ship stability and trim data to calculate the ship's initial stability, drafts, and trim for any given disposition of cargo and other weights. Students will be able to determine whether stresses on the ship are within the permitted limits by use of stress data. They will understand the fundamental actions to take in the event of partial loss of intact buoyancy. At course completion, successful students will receive a Paul Hall Center certificate of completion in Basic Stability at the Operational Level.

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Students will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements:

USCG-approved STCW Basic Safety Training course, U.S. Merchant Mariner Document (MMD) or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Ship Construction (Operational Level)

The Paul Hall Center's 40-hour Ship Construction at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels whose responsibilities include maintaining the seaworthiness of the ship. It takes into

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account STCW Code Table A-II/1: Function: controlling the operation of the ship and care for persons on board at the operational level; Ship construction.

Upon successful completion of the course, students will have general knowledge of the principal structural members of a ship and the proper names for the various parts. At course completion, successful students will receive a Paul Hall Center certificate of completion in Ship Construction at the Operational Level.

This course is open to watchkeeping officers, seamen who are training to become watchkeeping officers, and those who are responsible for loading cargoes. Trainees will be expected to use simple graphs and basic arithmetical skills and must meet the following requirements:

USCG-approved STCW Basic Safety Training course; U.S. Merchant Mariner Document (MMD) or USCG license; read, speak and understand the English language at a level sufficient to perform job duties; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.05-7

Watchkeeping (Operational Level)

Any applicant who has successfully completed our 80-hour Watchkeeping

(Operational Level) course will satisfy the Watchkeeping training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC); AND the Bridge Resource Management training requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. The practical assessments conducted in this course will be accepted as the equivalent of assessments OICNW-2-1A; OICNW-2-1B, OICNW-2-1C, OICNW-2-1D, OICNW-2-1E, OICNW-2-1F, OICNW-2-2A, OICNW-2-2B, OICNW-2-2C, OICNW-2-2D, OICNW-2-2E, OICNW-2-2F, OICNW-2-3A, OICNW-2-3B, OICNW-2-3C, OICNW-2-3D, OICNW-2-3E, OICNW-2-3F, OICNW-2-3G, AND OICNW-2-3H from the National Assessment Guidelines for Table A-II/1 of the STCW Code. Applicants who have successfully completed the course need not present completed "Control Sheets" for these assessments in application for STCW certification.

Prerequisite: AB with one year of sea service

ENGINE DEPT.

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigeration/Containers, students must have successfully completed Basic Marine Electrician and Refrigeration System Maintenance and Operations.



COAST GUARD STCW CERTIFICATION COURSES

Basic Auxiliary Plant Operation

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety examination module, PROVIDED they have also completed either our 63-hour Basic Motor Plant Operations course and/or our 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification.

The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side auxiliary plant simulator practical exercises.

Prerequisites: Same as FOWT program

Fireman, Oiler & Watertender (FOWT)

Applicants completing Basic Auxiliary Plant Operations and both Basic Motor

Plant Operations and Basic Steam Plant Operations will meet the requirements for endorsement as FOWT. (These classes are described below as stand-alone courses.) Applicants completing Basic Auxiliary Plant Operations and either Basic Motor Plant Operations or Basic Steam Plant Operations will be eligible for an FOWT (Restricted) endorsement.

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine department as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer OR 6 months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved sea service or equivalent sea service in the engine room of vessels of at least 6 months; meet all USCG physical standards for qualified members of the engine department

Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following

Continued on next page



ACADEMIC DEPARTMENT

The Academic Department has a long history of providing support and services to members of the Seafarers International Union. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs as well as for those students who require basic skills, English language skills or wish to continue their education.

There are a variety of opportunities offered to all students. Specific questions about the programs can be answered or explained by contacting the Academic Department at (301) 994-0010, ext. 5411.

General Education Program

The GED program is open to all mariners who do not have a high school diploma. Assistance is offered to prepare students to take the test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared mariners to pass the test. For many students, this is a milestone in their lives.

(Prior to taking the test in Maryland, a 12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and mathematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the T'ABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency

in that language. As much as possible, instruction will be provided to give the seafarer the English language skills necessary to perform the essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathematic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the student with knowledge and skills that will assist them once the classes have begun. These courses are ideal for those students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American Council on Education (ACE). Students may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition the center offers general education courses required for an associate's degree. The school currently offers Associate of Applied Science degree programs in nautical science technology (deck department students) or marine engineering technology (engine department students). Both degrees offer concentrations in either the deep sea or inland sections of the maritime industry.

There also is a certificate program in maritime technology with concentrations in nautical science or marine engineering. All programs are designed to provide the opportunity for mariners to earn a college degree or certificate in their occupational areas and provide a solid academic foundation in general education subjects.

Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

Course Guide

Continued from page 13

entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department

JUNIOR ENGINEER PROGRAM

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety, Junior Engineer, and Deck Engineer examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Machinist

Applicants completing our 102-hour Machinist course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Machinist examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training.

This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

Prerequisites: STCW certification in all areas of basic safety training, USCG physical standards for QMED OR hold the USCG Oiler Rating endorsement, STCW certificate as a RFPEW, completed QMED Junior Engineer training program, and USCG Junior Engineer rating

Marine Electrician

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Electrician examination module, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED-Junior Engineer prior to commencing the above training.

This course provides Engine De-

partment personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

Prerequisite: 6 months QMED

Pumpman

The Paul Hall Center's Pumpman course is a 70-hour, 10-day course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Sec. 12.15-9 (c) for Pumpman.

The objective of the Pumpman course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to operate, maintain, and repair the equipment associated with the handling of liquid cargo onboard a tankship. Topics covered in the Pumpman course are Inert Gas Systems, Crude Oil Washing (COW) Systems, Vapor Recovery, and two days of assessment in the Cargo Simulator. On successful completion of this course, students will be awarded a Paul Hall Center certificate.

Each student must meet the following entrance requirements: Paul Hall Center Apprentice Program Phases I, II, and III, including Tanker Familiarization Dangerous Liquids (DL) training, Paul Hall Center FOWT Program, QMED Any Rating, Paul Hall Center QMED Junior Engineer Program

Students taking training prior to April 4, 1997 or who did not have access to the Paul Hall Center UA program must satisfy the following requirements: STCW certification in all areas of basic safety training, successful completion of the Paul Hall Center Tanker Familiarization DL course, successful completion of the Paul Hall Center FOWT program (non-rated applicants), USCG-approved sea time and equivalent sea service in the engine room of vessels of at least 6 months, meet all USCG physical standards for qualified members of the engine department

Students entering the industry before August 1, 1998 must hold either the USCG Fireman/WT or Oiler rating endorsements (rated applicants)

Marine Refrigeration Technician

The Paul Hall Center's Marine Refrigeration Technician course is a 6-week (210-hour) course designed for mariners who are employed, or may be employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Section 12.15-9 (b) for Refrigeration Engineer.

The objective of the Marine Refrigeration Technician course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ship's stores plants, air conditioning plants, cargo refrigeration, ventilation and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines. An introduction to refrigerated container

units will also be presented. Successful candidates will earn a Paul Hall Center certificate of training.

Each candidate must meet the following entrance requirements:

Successfully completed a USCG-approved STCW Basic Safety Training course; possess current U.S. Merchant Mariner Document (MMD) or USCG license; speak and understand verbal orders in English; six months at sea as a Qualified Member of the Engineering Department (QMED) Junior Engineer and possess the Electrician's endorsement or the Refrigerating Engineer's endorsement; provide documented proof of fulfilling the physical examination requirements in accordance with 46 CFR 12.15-5

ENGINEERING SPECIALTY COURSES

Diesel Engine Technology

This 4-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Prerequisites: QMED-Any Rating or equivalent inland experience

Automated Cargo Ops

This 6-week course of instruction in the pumpman career track includes classroom and simulator training in all facets of liquid cargo loading and discharge. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Prerequisites: QMED-Any Rating Class 3 or QMED Junior Engineer/Pumpman Class 3. Recommended: Basic and Intermediate Math and Computer Basic

Advanced plant maintenance must be completed for advancement to QMED Class 2

Refrigeration System Maintenance & Operations

Now an elective, this 6-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting, and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, and pantry refrigerators, water coolers, and ice machines.

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units is also presented.

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Prerequisites: QMED-Any rating, OR Refrigeration Engineer and Electrician OR equivalent inland experience



Refrigerated Containers Advanced Maintenance

This 4-week course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, and maintenance procedures.

Prerequisites: 6-months' sea time as Wiper; 6 additional months' sea time in any Engineering Department rating. Must hold a QMED-any rating endorsement, or endorsements as Refrigeration Engineer and Electrician, or possess equivalent inland experience

Hydraulics

The curriculum in the 4-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols, and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors, and a variety of other shipboard systems.

Prerequisite: QMED-Any Rating

Welding

Classroom instruction and hands-on training compose this 4-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding, and cutting.

Prerequisites: No additional prerequisites

STEWARD DEPT.

Galley Operations

The course consists of two 2-week modules (totaling 4 weeks). Each module is 35 hours with additional time participating in the school's galley operations. This course provides the student with understanding of the basic baking knowledge and skills potentially required of a member of the steward department.

Prerequisites: Paul Hall Center UA Program and 240 days' sea time OR 365 days' sea time as an SA

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Course Guide

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Certified Chief Cook

This course consists of six 2-week stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook (FSM 203) is to provide Steward Department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

This course consists of four 1-week modules (totaling 4 weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

Prerequisites: Paul Hall Center Certified Chief Cook and 180 days' sea time

Certified Chief Steward

The Certified Chief Steward course is a 12-week course for members of the Steward Department. The course is presented in eight modules. Each module is assessed independently of the others. Modules may be taken in 1 week increments with breaks between. This course trains stewards to take charge of production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days.

On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The Certified Chief Steward course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

Prerequisites: Advanced Galley Operations and 180 days' sea time

SAFETY CLASSES

Basic Safety Training

Applicants completing our 40-hour Basic Safety Training course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1);—AND— (2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table

A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND— (4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(l)(4).

Prerequisites: No additional prerequisites

First Aid & CPR (21-Hour)

Applicants completing our 21-hour First Aid & CPR course satisfy: (1) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table AVI/ 1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND— (2)—IF—presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license.

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

Prerequisites: No additional prerequisites

First Aid (8-Hour)

Applicants completing our 8-hour Elementary First Aid course and presenting our Certificate of Training at the Regional Exam Center (REC) satisfy: (1) the First Aid training requirements of 46 CFR 10.205(h)(1)(ii) for original issuance of a license;—AND—(2) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1- 3 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(3).

Prerequisites: No additional prerequisites

Advanced Fire Fighting

Applicants completing our 37-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguish-



ing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisite: Basic Fire Fighting

Basic Fire Fighting (16-Hour)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

Prerequisites: No additional prerequisites

Basic Fire Fighting (30-Hour)

Applicants completing our 30-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training

requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Combined Basic & Advanced Fire Fighting

Applicants completing our 32-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/ 3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

Prerequisites: No additional prerequisites

CRUISE SHIPS

Crisis Management and Human Behavior

Applicants completing our 7-hour Crisis Management & Human Behavior course satisfy: (1) the Crisis Management & Human Behavior training requirements of Table A-V/2 and Paragraph 5 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships;—AND—(2) the Passenger Safety training requirements of Paragraph 4 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships.

This course is designed for any person responsible for the safety of passengers in an emergency on passenger ships. The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and the establishing and maintaining effective communications.

Prerequisites: No additional prerequisites

Crowd Management

Applicants completing our 4-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND— (2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels.

This course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal life-saving devices.

Prerequisites: No additional prerequisites



SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 22	February 16
	March 5	March 30
	April 16	May 11
	May 28	June 22
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	January 29	February 2
Celestial Navigation	January 15	February 9
Lifeboatman/Water Survival	January 8	January 19
	February 19	March 2
	April 2	April 13
	May 14	May 25
Radar	January 15	January 26
Radar Renewal (one day)	February 5	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning January 8, 2007.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	January 29	February 23
	March 26	April 20
	May 21	June 15

FOWT	February 26 April 23	March 23 May 18
Junior Engineer	January 8	March 2
Machinist	January 15	February 2
Marine Electrician	March 12	May 4
Welding	January 15	February 2
	February 12	March 2
	March 12	March 30
	April 9	April 27
	May 7	May 25

Inland Upgrading Courses

Course	Start Date	Date of Completion
Inland Radar (non STCW)	January 8	January 12

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting	January 15	January 26
Basic Safety Training - AB	February 26	March 2
Basic Safety Training - FOWT	May 21	May 25
Government Vessels	January 22	February 9
	March 19	April 6
Medical Care Provider	January 29	February 2
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 12	February 23
	April 2	April 13
Tankerman (PIC) Barge* (*must have basic fire fighting)	February 19	February 23

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

The Seafarers Harry 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.



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.

DEEP SEA



KASSEM ABDULLA, 57, joined the SIU in 1969 in the port of New York. Brother Abdulla's first ship was the *Steel Direct*. The engine department member, who was born in Saudi Arabia, most recently sailed on the *Horizon Consumer*. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 2000. Brother Abdulla is a resident of San Francisco.

CARLOS ARBOLEDA, 65, launched his seafaring career in 1967 in the port of New York. Brother Arboleda initially shipped on the *Hudson Waterways*. He was born in Ecuador and upgraded his skills in 1976 at the union's affiliated school in Piney Point, Md. Brother Arboleda's most recent voyage was aboard the *Express*. He calls the Bronx, N.Y. home.

HENRY CAMPBELL, 55, joined the SIU in 1968, first working on the *Steel Architect* as a member of the engine department. He was born in Wind-socket, R.I. and upgraded at the Piney Point, Md. school in 1993. Brother Campbell makes his home in Tacoma, Wash.



JUAN CARVAJAL, 65, became an SIU member in 1967 in the port of New Orleans. Brother Carvajal, who was born in Mexico, first sailed aboard the *Cortland* in the deck department. He most recently worked on the *Del Mar*. Brother Carvajal lives in Forest, Va.

LUIS CERCADO, 65, began his career with the Seafarers in 1989, initially sailing aboard the *Independence*. Brother Cercado, who is a native of Ecuador, upgraded on two occasions at the Paul Hall Center. The steward department member most recently worked on the *Liberator*. Brother Cercado resides in the Bronx, N.Y.



FREDERICK COLLINS, 52, was born in Milford, Mass. and joined the union in 1971 in Piney Point, Md. He first sailed aboard the *Seattle*. Brother Collins was a frequent upgrader at the Paul Hall Center. The deck department member's most recent

ship was the *Green Dale*. Brother Collins settled in Boca Raton, Fla.

BERNARDO CRUZ, 65, embarked on his seafaring career in 1985. Brother Cruz was born in Spain. His first ship was the *Lawrence Gianella*; his last was the *Global Link*. In 2000, Brother Cruz upgraded his skills in Piney Point. He now makes his home in the Canary Islands.



ROBERT FRYETT, 65, joined the SIU in 1974. Brother Fryett's first voyage was aboard the *Van Defender*.

Born in Massachusetts, he was a member of the deck department. Brother Fryett enhanced his skills often at the Paul Hall Center. His most recent voyage was on the *Sgt. William R. Button*. Brother Fryett lives in Cocoa Beach, Fla.

ELHASSAN HUSSEIN, 65, initiated his seafaring career in 1997 in the port of New York. Brother Hussein, who was born in Saudi Arabia, first sailed aboard the *Independence*. Brother Hussein upgraded on three occasions at the Piney Point school. His most recent voyage was on the *Commitment*. Brother Hussein calls Brooklyn, N.Y. home.

GORDON LINDEN, 65, joined the SIU in 1967, first shipping aboard a Liberty Navigation Trading vessel. The engine department member was born in Iowa. Brother Linden last sailed aboard the *Neches*. He lives in Watertown, S.D.

PHILIP PARISI, 65, became an SIU member in 1968, first sailing aboard a South Atlantic Caribbean vessel. He worked in the steward department and upgraded his skills frequently at the union affiliated school in Piney Point. His most recent ship was the *1st Lt. Baldomero Lopez*. Brother Parisi was born in Massachusetts and now calls Indian Shores, Fla. home.



PIERANGELO POLETTI, 65, was born in Italy. Brother Poletti commenced his seafaring career in 1967, initially sailing on the *Western Planet* as a member of the deck department. Brother Poletti's last voyage was aboard the *Performance*. He is a resident of Humble, Texas.

INLAND

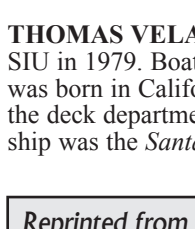
LAWRENCE DOWNS JR., 66, joined the union in 1973 in the port of Philadelphia. Boatman Downs was born in Oxford, Maine. He first sailed aboard a Mariner Towing vessel. Boatman Downs upgraded his skills in



MARY HOOPER, 62, started sailing with the SIU in 1987. Sister Hooper worked primarily aboard Orgulf Transport Company vessels. In 1996, she upgraded her skills at the Piney Point school. Sister Hooper makes her home in Sturgis, Ky.



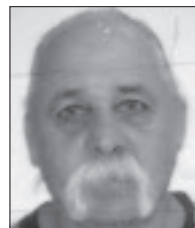
JOHN ROSSER, 47, began his SIU career in 1977. Boatman Rosser, who is a native of Louisiana, worked primarily aboard Crescent Towing of New Orleans vessels. Boatman Rosser lives in Harvey, La.



THOMAS VELA, 62, joined the SIU in 1979. Boatman Vela, who was born in California, sailed in the deck department. His first ship was the *Santa Magdalena*.

1998 and 2000 at the Paul Hall Center. He most recently shipped on a Penn Maritime vessel. Boatman Downs resides in Silver Springs, Fla.

Boatman Vela's most recent trip to sea was aboard a Crowley Towing of Wilmington vessel. He settled in Puerto Rico.



DAWUD YAMINI, 62, joined the union in 1991 in the port of New Orleans. Boatman Yamini first shipped

aboard a Delta Queen Steamship Company vessel as a member of the deck department. He was a frequent upgrader at the Paul Hall Center. Boatman Yamini's last ship was the *Louis J. Hauge Jr.* He resides in Brookhaven, Miss.

GREAT LAKES

JAMES REILLY, 59, began his seafaring career in 1970. Born in Michigan, he first sailed aboard Inland Lakes Management vessels. In 2003, the engine department member upgraded his skills at the school in Piney Point. Prior to retiring, Brother Reilly worked on the



American Mariner. He is a resident of his native state.

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

FREDDY ARRIOLA, 47, embarked on his NMU career in 1994 in the port of Houston. Brother Arriola, who was born in Honduras, first sailed on the *Briston*. He shipped in the steward department.



ROBERT KNIGHT, 65, joined the union in 1968, initially sailing from the port of Boston aboard the *Austin*. The Connecticut native worked in the steward department. Brother Knight most recently sailed on the *Green Cove*.

MAURICE MARTIN, 66, was born in Port Arthur, Texas. He joined the NMU in 1989 in the port of Houston. Brother Martin first sailed on the *Marine Chemist*. His most recent vessel was the *Tallahassee Bay*.



Reprinted from past issues of the Seafarers LOG.

1947

After more than a month of negotiations, a contract covering wages, manning scales and working conditions for the deck, engine and steward departments was signed last week with the Peninsular and Occidental (P&O) Steamship Company. The new contract will remain in effect until September 30 and can be automatically renewed each year unless either party gives notice to terminate or amend the agreement. This agreement has been held to be one of the best in the maritime industry. Nine holidays are recognized in the new agreement and wages were raised for crew members in all three departments.

1958

The SIU's right to picket the Bull Line was upheld in a decision issued recently by the Supreme Court in Washington. By next week the SIU will be free to resume its strike against the Bull Line at any time. The high court's action, in effect, affirmed a Circuit Court of Appeals decision two months ago that a District Court injunction issued October 1 "must be set aside." SIU officials and attorneys hailed this week's decision by the nation's highest court as being in full support of peaceful union picketing. It was regarded as a complete vindication of the SIU's position since the Bull Line strike began. Strike action against the company began last August 19 when the SIU struck the Bull Line terminal in Brooklyn in a wage reopening dis-

pute. An impasse arose over the union's demands for parity with the West Coast unions on overtime and penalty pay rates, plus an across-the-board 20 percent wage increase, all retroactive to July 1.

1969

New York—The SIU this week transferred 50 pints of blood from the Seafarers Blood Bank in Brooklyn to the city's facilities in order to help alleviate the critical shortage of blood here which has resulted from the increased need for plasma and the sharp decline in contributions from regular sources due to the current Hong Kong flu epidemic. SIU Director of Social Security Al Bernstein made the original offer on behalf of the union in a letter sent last week to Dr. Edward O'Rourke, commissioner of the New York City Department of Health. "Our membership and nationwide facilities are also available to assist further in this emergency," the letter added.

1978

Lindsey J. Williams, SIU Gulf area vice president, was honored with a testimonial dinner by the Greater New Orleans A. Philip Randolph Institute on Jan. 13. Williams was cited by the institute for his many contributions over the years to labor, education and political efforts. He is president of the Greater New Orleans AFL-CIO Central Labor Council body and Committee on Political Action. The council represents over 100 unions in the New Orleans area. He is also president of the MTD Maritime Port Council of Greater New Orleans and Vicinity.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

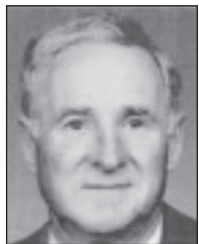
GEORGE ADAMISIN



Pensioner George Adamisin, 81, passed away July 6. Brother Adamisin joined the union in 1944 in the port of New York.

Born in Nantiglo, Pa., Brother Adamisin first sailed on the *Alcoa Runner*. His last ship was the *Horizon Producer*. Brother Adamisin retired in 1986 and settled in Pittsburgh.

GEORGE ALEXANDER



Pensioner George Alexander, 75, died July 25. Brother Alexander became an SIU member in 1951 in the port of New York.

He first worked aboard a Terminal Transport Corporation vessel as a member of the deck department. The North Carolina native went on pension in 1989. Brother Alexander's last voyage was aboard the *Horizon Fairbanks*. He called Elizabeth City, N.C. home.

HARRY CHAMBERS



Pensioner Harry Chambers, 98, passed away July 8. Brother Chambers joined the Marine Cooks & Stewards (MC&S) in

1953 in the port of San Francisco. He was born in Salisbury, N.C. and shipped in the steward department. Brother Chambers sailed on American President Line vessels, including the *President Harrison* and the *President Polk*. He retired in 1982 and made his home in New York.

VINCE CURRIE

Pensioner Vince Currie, 81, died July 12. Brother Currie launched his SIU career in 1966 in the port of New York. He initially shipped on the *Delta Ecuador* as a member of the steward department. Brother Currie's last trip to sea was aboard the *Overseas Vivian*. He was a resident of his native state, North Carolina, and started collecting his pension in 1991.

JOSE GOMEZ



Pensioner Jose Gomez, 90, passed away July 31. Brother Gomez joined the SIU in 1945 in the port of Philadelphia. He first worked in the deck

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

ERROL HALL

Brother Errol Hall, 53, died July 15. He began sailing with the SIU in 1977 in the port of Houston. Brother Hall was born in New Orleans and shipped in the deck department. He most recently worked on the *Coast Range*. Brother Hall continued to

live in his native state. He started receiving his pension in 2000.

GEORGE LACHETSKI



Pensioner George Lachetski, 83, passed away July 4. Brother Lachetski, who was born in Pennsylvania, joined the union in 1966 in the

port of San Francisco. Brother Lachetski's first ship was the *Santa Maria*; his last was the *Santa Magdalena*. He sailed as a member of the steward department. Brother Lachetski went on pension in 1985 and called Butler, Pa. home.

HAROLD LAWRENCE



Pensioner Harold Lawrence, 89, died July 26. Brother Lawrence embarked on his SIU career in 1951. His first voyage

was aboard the *Alcoa Pointer*. Brother Lawrence worked in the steward department. He last sailed on the *Cove Ranger*. Brother Lawrence was born in Jacksonville, Miss. and called Sierra Vista, Ariz. home. He became a pensioner in 1982.

MORRIS MAULTSBY

Pensioner Morris Maultsby, 80, passed away July 8. Brother Maultsby began his seafaring career in 1951. His first voyage was on an Ore Navigation Corporation vessel. The steward department member was born in Bladenboro, N.C. Before retiring in 1985, Brother Maultsby's shipped aboard the *Bayamon*. He lived in Conway, N.C.

JOHN "WHITEY" McHALE



Pensioner John "Whitey" McHale, 79, died June 1. Brother McHale joined the Seafarers in 1946 in the port of New York. He sailed in the

deck department for most of his career, working his way up from ordinary seaman to bosun. Brother McHale's last trip to sea was on CSX Lines' *Oakland*. He retired in 1988 and settled in Montrose, N.Y.

BERNARD MICIAC



Pensioner Bernard Miciak, 80, passed away July 18. Brother Miciak began his SIU career in 1963. His first ship was the *Grana*

Polis; his last was the *Cape Canaveral*. Brother Miciak was a member of the deck department. He was born in Poland and resided in Baltimore, Md. Brother Miciak went on pension in 1991.

WILBERT MILES



Pensioner Wilbert Miles, 80, died June 14. Brother Miles joined the SIU in 1951 in the port of New York. The steward department

member, who was born in Alabama, first sailed aboard an ISCO Inc. vessel. Prior to retiring in 1986, he worked on the *USNS Antares*. Brother Miles continued to live in Alabama.

JOSE PALACIOS



Brother Jose Palacios, 35, passed away June 24. He joined the Seafarers in 2001 in the port of New York. Brother Palacios' first

voyage was on the *USNS Charlton*. He was born in Honduras and sailed in the deck department. Brother Palacios most recently worked on the *USNS Watkins*. He made his home in New York.

PAUL RITTNER



Brother Paul Rittner, 58, died Feb. 14. A native of Louisiana, he joined the SIU in 1965 in New Orleans. Brother Rittner first sailed on

the *John B. Waterman*. He was a resident of New Orleans but made his home in Fort Worth, Texas after being displaced by Hurricane Katrina. Brother Rittner last worked aboard the *USNS Pollux*.

KEITHER SMITH

Pensioner Keither Smith, 85, passed away June 1. Brother Smith joined the SIU in 1950 in the port of New York. His first voyage was on the *Sea Georgia*, on which he shipped as a member of the engine department. Brother Smith's last journey was aboard the *Steel Apprentice*. He resided in his native state of Mississippi.

INLAND

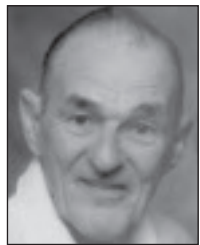
WILLIAM JUDD



Pensioner William Judd, 51, passed away May 16. Born in Louisiana, Boatman Judd embarked on his seafaring career in 1972, initially sailing

from the port of New Orleans. Throughout his career, he shipped aboard Crescent Towing of New Orleans vessels. Boatman Judd, who called Metairie, La. home, went on pension in 2004.

WILLIAM PETERSON



Pensioner William Peterson, 78, died April 7. Boatman Peterson became an SIU member in 1961. He worked primari-

ly aboard Interstate Oil Transportation vessels. Boatman Peterson, who was born in Brooklawn, N.J., made his home in Seminole, Fla. He started receiving compensation for his retirement in 1989.

GREAT LAKES

MUSLEH MUHSIN

Pensioner Musleh Muhsin, 76, passed away May 25. Brother Muhsin joined the ranks of the SIU in 1967. He first sailed on an American Steamship Company ves-



sel. Brother Muhsin, who was born in Yemen, shipped in the steward department. Before retiring in 1995, he sailed on the *JAW Iglehart*.

sel. Brother Muhsin, who was born in Yemen, shipped in the steward department. Before retiring in 1995, he sailed on the *JAW Iglehart*.

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.

NED EVERSLEY



Pensioner Ned Eversley, 89, died March 30. Brother Eversley became an NMU member in 1943, initially sailing from the port of New

York aboard the *Black Point*. He was born in British Guyana and sailed in the engine department. Brother Eversley's last voyage was on the *Mormac Trade*. He began receiving his pension in 1970.

FELIX FREEMAN



Pensioner Felix Freeman, 81, passed away April 9. Brother Freeman was born in New Orleans. He joined the NMU in 1945, first sailing

aboard the *George W. Woodward*. Brother Freeman was a member of the steward department. Prior to retiring in 1970, he worked on the *United States*.

JASPER LAUGHLIN JR.

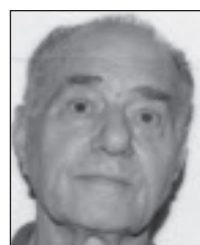


Pensioner Jasper Laughlin Jr., 81, died March 28. Brother Laughlin joined the NMU in 1947 in Savannah, Ga. The deck

department member, who was born in Gaffney, S.C., first sailed on the *Coastal Ranger*. His last voyage was on the *Mormac Star*. Brother Laughlin went on pension in 1985.

EMILIO MARTINEZ

Pensioner Emilio Martinez, 85, passed away April 14. Brother Martinez started his NMU career in 1963 in the port of Jacksonville, Fla. His first ship was the *Amoco*



Carolinas; his last was the *Texaco Maryland*. Brother Martinez, who sailed in the steward department, was born in Valencia, Spain. He became a pensioner in 1984.

JOSEPH MITCHELL



Pensioner Joseph Mitchell, 100, died May 7. Brother Mitchell started shipping with the union in 1937 from the port of New

York. His first ship was the *San Jose*. Brother Mitchell was a native of Virginia. Before retiring in 1978, he worked aboard a Farrell Lines vessel as a member of the steward department.

MIHKEL MURUVEE



Pensioner Mihkel Muruvee, 84, passed away April 18. Brother Muruvee embarked on his seafaring career in 1947

in Boston. Born in Estonia, he first sailed in the deck department on board the *Louis B. Marshall*. He went on pension in 1983.

JACK OTTE



Pensioner Jack Otte, 69, died May 6. Brother Otte joined the NMU ranks in 1952 in the port of New York. He first worked on the *Gulf Meadows*. Born

in Paterson, N.J., Brother Otte was a member of the steward department. The U.S. Army veteran last sailed aboard the *American Envoy*. He began receiving his retirement compensation in 1976.

JOHN SOLAR



Pensioner John Solar, 84, passed away April 19. Brother Solar, who was born in Texas, joined the NMU in 1939 in the port of Houston.

Brother Solar sailed in all three departments during his seafaring career. He went on pension in 1968.

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

NAME	AGE	DOD
Albis, Julio	87	Oct. 9
Bouchie, Otis	83	Sept. 14
Cebollero, Jesus	80	Oct. 12
Clute, Peter	80	Oct. 21
Doorn, Armand	80	Oct. 30
Foster, Roland	80	Oct. 29
Guill, Frank	77	Sept. 30
Mandahar, Helen	62	Oct. 25
Price, Edward	94	Oct. 23
Santiago, Juan	84	Sept. 26
Spreng, Andrew	79	Oct. 5
Stone, James	69	Oct. 9
Tyson, Harry	84	Sept. 2
Whitehouse, Henry	80	April 3
Young, William	81	Oct. 6

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

ADAM E. CORNELIUS

(American Steamship), Oct. 31—Chairman **Jared C. Smith**, Secretary **Walter L. Wise**, Educational Director **Robert T. Crosby**, Deck Delegate **Greg Ball**, Engine Delegate **Shawn C. Sayers**, Steward Delegate **Terri L. Sales**. Chairman discussed communication received from headquarters regarding entry into Canada. Deck delegate talked about winter weather safety. Engine delegate reported ballast tank gauges not operating properly. He also went over the importance of personal protection equipment. No beefs or disputed OT reported. Clarification requested on program package for satellite system. Members were urged to take advantage of upgrading opportunities at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and of benefits available from Union Plus.

AMERICAN REPUBLIC

(American Steamship), Oct. 27—Chairman **Jeffery E. Eckhart**, Secretary **Karam S. Kattar**, Educational Director **Jeffery G. Frankovich**. Chairman talked about increased security at Canadian border and reminded members to have all necessary verification on hand. Educational director inquired about internet service. Treasurer requested more copies of new contract. No beefs or disputed OT reported. Discussion held concerning medical benefits and availability of doctors in rural areas.

BUFFALO (American Steamship), Oct. 31—Chairman **Boyd D. Messer**, Secretary **Nazeh A. Nasser**, Educational Director

Mohamed M. Ahmed. Chairman discussed decreased tax on parts and supplies in foreign waters. He also talked about President Bush's visit to the Piney Point school. Secretary noted satellite receivers to come aboard soon. All employees were asked to turn in safety report when departing vessel. Treasurer reported company supplies basic satellite. No beefs or disputed OT reported. Request made for new TV in lounge. Crew members were encouraged to start renewal process of MMDs early. Next port: Waukegan, Ill.

BURNS HARBOR (American Steamship), Oct. 22—Chairman **Michael J. Keogh**, Secretary **Peter J. Pines**, Educational Director **Martin L. Hochstafel**, Engine Delegate **Edric Hernandez**. Bosun discussed new entry procedure for Canada. Educational director reminded crew of required safety class. No beefs or disputed OT reported. Great Lakes vice president's report was read along with port agent's report. Satellite boxes have been ordered.

CHEMICAL TRADER (Intrepid), Oct. 29—Chairman **Raymond A. Tate**, Secretary **Josue L. Iglesia**, Educational Director **Troy D. Banks**, Deck Delegate **Michael D. Wittenberg**, Steward Delegate **Manes Sainvil**. Chairman announced payoff upon arrival in Tampa, Fla. Patrolman should be there to collect any dues owed and take care of any concerns. Educational director advised mariners to upgrade skills at the Paul Hall Center. No beefs or disputed OT reported. Suggestion made to lower retirement age. Steward department given vote of thanks for good meals.

CHESAPEAKE (Interocean American Shipping), Oct. 29—Chairman **David B. Zurek**, Secretary **Emilio Cordova**, Educational Director **Earl M. Macom**, Deck Delegate **Leodiane M. Torrenueva**. Bosun informed crew that ship would be going into ROS status. Educational director urged members to stay abreast of maritime issues by reading *Seafarers LOG* and taking advantage of educational opportunities available at Piney Point school. No beefs; disputed OT reported in engine and steward departments. Crew requested copies of new contract. New pillows and mattresses were received. Next port: Oakland, Calif.

HORIZON CHALLENGER

(Horizon Lines), Oct. 18—Chairman **Roy L. Williams**, Secretary **Donald B. GaNung**, Educational Director **Clive A. Steward Sr.** Chairman announced Oct. 19 payoff to take place in Houston. He informed crew arrival time would be later than expected due to fog. No beefs or disputed OT reported. Discussion was held concerning medical benefits and the ever increasing costs of providing them. Clarification requested regarding shipping rules in new contract.

NOBLE STAR (Sealift Tanker), Oct. 29—Chairman **Damian J. Spedale**, Secretary **Debbie A. Randall**, Educational Director **John A. Osburn Jr.**, Deck Delegate **Marvin E. Hearman**, Engine Delegate **Artur Symonowicz**. Chairman and several crew members asked for written clarification on two wage-related issues. Secretary reported discussion about quality of food aboard ship. Crew members were asked to separate trash from plastic. Educational director advised mariners to take advantage of upgrading opportunities available at SIU-affiliated school in Piney Point. Crew requested new clothes dryer. Next port: Japan.

WALTER J. MCCARTHY (American Steamship), Oct. 27—Chairman **Michael L. Schaff**, Secretary **Dariusz T. Czeczynski**, Educational Director **Jeffery Johnson**. Chairman reminded

mariners to have passports by December; those who don't already have one should apply now. He also discussed new rules regarding entry into Canada and possible TWIC requirements. Educational director encouraged crew to check *Seafarers LOG* for information about classes available at Paul Hall Center. No beefs or disputed OT reported.

COMMITMENT (Maersk Line Limited), Nov. 10—Chairman **Edward J. O'Connor Jr.**, Secretary **Michael Hammock**, Deck Delegate **Gregory T. Johnson**, Engine Delegate **Gregorio A. Blanco**. Chairman

Delegate **Tar Ahmed**, Engine Delegate **Charles M. Simmons**, Steward Delegate **Jaime O. Austria**. Chairman announced Nov. 12 payoff in Tacoma, Wash. He asked all hands to check in with SIU patrolman before leaving vessel and informed them the *Spirit* would stay an extra day in Tacoma for repairs. Secretary reminded departing crew to leave rooms clean and supplied with fresh linen for next person. New ice machine on order. Educational director noted importance of upgrading skills at Piney Point and donating to SPAD fund. Treasurer stated \$378 in ship's fund. No beefs or disputed OT reported.

Halloween Spirit aboard the Horizon Spirit

Chief Cook Jaime Austria (below) carved these Halloween creatures aboard the *Horizon Spirit*.



Chief Steward Mike Gramer, who sent the photos to the LOG, noted, "At sea we have to be creative and use what's on hand to make things festive."

asked everyone to make sure rooms are clean before departing vessel. He congratulated crew on sanitary inspections and told them to keep up good work. Next issued z-cards will not have social security numbers on them. This is being done to protect against identity theft. Secretary asked crew members to be sure plastics and aerosol cans are separated when disposing of trash. Educational director urged mariners to keep all documents current. No beefs or disputed OT reported. Three new recliners have been ordered for crew deck lounge. Recommendation made to increase pension benefit. Vote of thanks given to steward department for job well done. Next ports: Newark, N.J.; Charleston, S.C.

HORIZON PRODUCER (Horizon Lines), Nov. 15—Chairman **Joel A. Lechel**, Secretary **William J. Bunch**, Educational Director **Angel S. Hernandez**, Deck Delegate **Cleofe B. Castro**, Engine Delegate **Ronald Williams**, Steward Delegate **Antonio Mendez**. Chairman announced Nov. 17 payoff in Elizabeth, N.J. He reminded crew that washing machine does not work in rough seas. Bosun talked about importance of contributing to SPAD and the difference it makes in the political arena. He also discussed the changeover of congressional leadership in the mid-term elections. Educational director encouraged all crew members to check work-related documents' expiration dates. Treasurer stated \$2,000 in ship's fund. No beefs or disputed OT reported. Members talked about timely receipt of money purchase pension plan statements. Issue was raised regarding lack of parking at Maersk terminal in Jacksonville. Crew expressed gratitude to steward department for great meals, cook-outs and clean house.

HORIZON SPIRIT (Horizon Lines), Nov. 1—Chairman **Haydon W. Gifford**, Secretary **Michael J. Gramer**, Educational Director **Milan Dzurek**, Deck

Members were asked to keep noise down in passageways and avoid slamming doors. Everyone on board extended happy and healthy retirement to Brother Don Anderson of the Tacoma hall. His humor, knowledge and dedication will be missed. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

MAERSK QUALITY (Maersk Line Limited), Nov. 24—Chairman **William M. Richards Jr.**, Secretary **Charles E. Curley**, Deck Delegate **Robert S. Vazquez**. Chairman reported smooth, safe trip to Italy and Spain. Secretary thanked deck and engine departments for helping keep ship clean. Educational director urged all mariners to take advantage of Piney Point school. No beefs or disputed OT reported. Request made for new chairs and stereo in crew lounge.

OCEAN TITAN (Pacific Gulf Marine), Nov. 5—Chairman **Kyle F. Schultz**, Secretary **Norman S. Bush**, Educational Director **John Alicea**. Chairman announced Nov. 9 payoff on arrival in Houston. He reminded crew departing ship to make sure rooms are clean. Thanks given to steward department especially Apprentice Vivian—great job! No beefs or disputed OT reported. Members would like new DVD player and e-mail access.

OVERSEAS LUXMAR (OSG Ship Management), Nov. 3—Chairman **Charles H. Foley**, Secretary **Jonny Cruz**, Educational Director **Nelson S. Lazo**, Steward Delegate **Leoncio A. Castro**. Chairman discussed needed repairs (refrigerators and water cooler). Secretary urged members to support SPAD; it is key to a strong merchant marine. No beefs or disputed OT reported. Suggestion made to lower age requirement in order to retire. Everyone was thanked for keeping ship clean. Next ports: Charleston, S.C.; St. Croix, V.I.

IMPORTANT NOTICE FOR NMU ANNUITY PLAN

The notice that follows is a requirement of the federal government. It is also important that you know that your employer's agreement to begin making contributions to the Seafarers Money Purchase Pension Plan on January 1, 2007 is the first step in the process of merging the NMU Annuity Plan into the Seafarers Money Purchase Pension Plan.

Until the merger takes place, your benefits in the NMU Annuity Plan are fully protected. In addition, as a participant in the Seafarers Money Purchase Pension Plan, you will begin to accrue benefits in that plan.

December 15, 2006

The purpose of this notice is to provide you with advance written notice that, effective January 1, 2007, you will no longer acquire credit towards the NMU Annuity Plan for your days sailed. Please read it carefully.

As you know, the National Maritime Union (the "NMU") merged into the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO (the "SIU") in 2001. The collective bargaining agreement between your employer and the SIU determines the amount that the employer contributes to the benefit plans covering SIU members, as well as which plans should be provided with the employer's contributions. In order to become a participant in the NMU Annuity Plan, your employer was required to make a contribution to the NMU Annuity Plan on your behalf. Employers will not make contributions to the NMU Annuity Plan for days sailed on or after January 1, 2007. Instead, those employers who were required to contribute to the NMU Annuity Plan as of January 1, 2007, will be required to contribute to the Seafarers Money Purchase Pension Plan (the "SIU Annuity Plan"). If you are sailing for such employers, you may qualify for participation in the SIU Annuity Plan.

Please keep in mind that this change applies to contributions for days sailed on or after January 1, 2007 only. Contributions made to the NMU Annuity Plan for days

sailed prior to January 1, 2007 will not be affected by this collective bargaining agreement change. Although the value of your individual account in the NMU Annuity Plan will no longer increase as a result of employer contributions, the value may be affected by administrative costs and increases and decreases in the value of the investments in which the Trustees have invested the funds contained in the NMU Annuity Fund.

If you have any questions regarding these changes, please contact the Administrator's Office, SIU Fund Office, 5201 Auth Way, Camp Springs, MD 20746, or by phone at (301) 899-0675.

This notice is provided by the Board of Trustees of the NMU Annuity Fund to describe a change in the rate of future benefit accruals which will take effect on January 1, 2007, and is intended to satisfy the requirements for the issuance of a 204(h) Notice under the Employee Retirement Income Security Act of 1974, as amended ("ERISA"), as well as Section 4980F Notice under the Internal Revenue Code of 1986, as amended. You should take the time to read this notice carefully and keep it with your copy of the Summary Plan Description ("SPD").

This notice is intended to provide you with an easy-to-understand description of certain changes to the NMU Annuity Plan. While every effort has been made to make this description as complete and as accurate as possible, this notice, of course, cannot contain a full restatement of the terms and provisions of the NMU Annuity Plan. If any conflict should arise between this summary and the NMU Annuity Plan, or if any point is not discussed in this notice or is only partially discussed, the terms of the NMU Annuity Plan will govern in all cases.

The Board of Trustees (or its duly authorized designee) reserves the right, in its sole and absolute discretion, to amend, modify or terminate the NMU Annuity Plan, or any benefits provided under the NMU Annuity Plan, in whole or in part, at any time and for any reason, in accordance with the applicable amendment procedures. Only the Board of Trustees (or its duly authorized designee) has the exclusive right and power, in its sole and absolute discretion, to interpret the terms of the NMU Annuity Plan and decide all matters, legal and/or factual, arising thereunder.

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2006

February & March 2007 Membership Meetings

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	3	3	5	1	1	0	4	4	3
Anchorage	1	8	4	1	4	2	1	0	13	6
Baltimore	4	5	1	4	5	1	1	5	9	3
Fort Lauderdale	12	15	6	6	10	4	4	16	37	7
Guam	1	5	4	1	4	2	0	4	12	5
Honolulu	5	5	2	3	8	1	4	15	7	2
Houston	45	35	13	35	25	9	20	73	52	28
Jacksonville	41	24	7	42	25	1	22	49	29	18
Joliet	0	1	1	0	0	0	0	1	2	1
Mobile	11	16	2	13	8	2	6	22	20	1
New Orleans	20	9	2	16	5	2	9	30	13	5
New York	41	18	10	23	15	6	13	81	36	15
Norfolk	21	21	11	13	11	5	10	26	26	14
Oakland	29	9	1	17	12	0	11	44	17	4
Philadelphia	4	7	2	4	5	1	1	6	9	2
Piney Point	2	1	1	1	9	0	1	3	1	2
Puerto Rico	6	5	1	7	7	1	8	14	13	4
St. Louis	3	10	1	1	2	0	1	4	12	2
Tacoma	37	32	9	34	22	7	23	56	53	14
Wilmington	29	19	11	18	11	10	12	52	39	10
Totals	315	248	92	244	189	55	147	505	404	146
ENGINE DEPARTMENT										
Algonac	0	1	0	0	2	0	0	0	0	0
Anchorage	0	1	0	0	1	1	0	0	0	0
Baltimore	3	3	2	5	3	0	2	6	3	2
Fort Lauderdale	8	4	1	4	3	5	1	10	8	4
Guam	1	4	1	0	1	1	0	2	8	1
Honolulu	5	4	4	5	2	0	3	11	7	5
Houston	13	6	4	11	4	4	6	34	25	6
Jacksonville	15	21	0	16	17	3	9	27	33	4
Joliet	0	1	0	0	1	0	1	0	0	0
Mobile	11	2	3	6	3	1	3	13	9	2
New Orleans	9	4	1	6	3	0	6	13	9	3
New York	15	10	10	7	10	1	7	34	21	14
Norfolk	11	11	7	11	9	5	7	12	22	6
Oakland	14	11	1	9	7	0	4	16	14	3
Philadelphia	2	2	0	1	1	0	1	3	6	1
Piney Point	3	1	2	0	1	1	1	4	1	1
Puerto Rico	4	5	1	5	2	0	4	4	6	1
St. Louis	1	2	0	1	0	2	1	1	5	0
Tacoma	13	12	3	12	22	1	7	22	21	3
Wilmington	14	11	8	7	10	4	7	22	17	19
Totals	142	116	48	106	102	29	70	234	215	75
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	2	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	2	0	2	2	0	2	4	1	0
Fort Lauderdale	7	8	1	3	2	0	5	8	15	1
Guam	0	1	1	1	2	0	0	3	2	1
Honolulu	4	3	0	1	4	0	2	19	10	0
Houston	18	11	2	18	1	3	16	37	19	1
Jacksonville	19	8	2	11	10	0	8	29	13	3
Joliet	0	0	2	0	0	1	0	0	0	1
Mobile	10	5	2	5	2	0	1	11	11	3
New Orleans	7	1	2	3	1	2	5	9	5	0
New York	19	6	3	10	4	2	7	48	11	5
Norfolk	9	9	6	7	10	2	4	16	21	9
Oakland	23	9	0	15	3	2	12	40	12	0
Philadelphia	3	0	0	3	0	0	0	4	0	1
Piney Point	3	2	0	1	2	0	2	6	2	0
Puerto Rico	3	2	0	1	1	0	2	4	4	1
St. Louis	2	2	0	1	2	0	0	4	1	1
Tacoma	26	8	3	22	8	3	12	29	10	4
Wilmington	26	5	0	14	5	1	8	43	10	6
Totals	181	82	24	118	59	16	86	316	147	37
ENTRY DEPARTMENT										
Algonac	0	1	2	0	0	1	0	0	5	10
Anchorage	0	5	1	0	0	1	0	0	9	1
Baltimore	0	6	1	0	8	1	0	0	2	2
Fort Lauderdale	0	8	6	0	3	2	0	0	16	14
Guam	0	2	2	0	2	0	0	0	2	2
Honolulu	1	6	9	1	3	4	0	4	12	18
Houston	7	26	16	1	16	2	0	11	44	33
Jacksonville	1	18	11	2	12	6	0	3	30	23
Joliet	0	0	0	0	0	0	0	0	1	2
Mobile	1	6	2	2	4	2	0	2	9	4
New Orleans	1	5	4	0	2	3	0	4	5	8
New York	10	44	25	2	12	6	0	14	82	43
Norfolk	1	17	17	1	8	11	0	0	24	31
Oakland	5	12	6	4	6	9	0	11	25	17
Philadelphia	0	2	2	0	1	1	0	0	3	2
Piney Point	0	5	42	0	7	30	0	0	5	22
Puerto Rico	0	2	0	1	0	0	0	0	3	0
St. Louis	0	1	0	0	0	0	0	0	1	1
Tacoma	4	15	15	6	8	8	0	4	29	27
Wilmington	1	13	6	0	8	3	0	2	16	18
Totals	32	194	167	20	100	90	0	55	323	278
Totals All Departments	670	640	331	488	450	190	303	1,110	1,089	536

Piney Point	Monday: February 5, March 5
Algonac	Friday: February 9, March 9
Baltimore	Thursday: February 8, March 8
Boston	Friday: February 9, March 9
Guam	Thursday: February 22, March 22
Honolulu	Friday: February 16, March 16
Houston	Monday: February 12, March 12
Jacksonville	Thursday: February 8, March 8
Joliet	Thursday: February 15, March 15
Mobile	Wednesday: February 14, March 14
New Orleans	Tuesday: February 13, March 13
New York	Tuesday: February 6, March 6
Norfolk	Thursday: February 8, March 8
Philadelphia	Wednesday: February 7, March 7
Port Everglades	Thursday: February 15, March 15
San Francisco	Thursday: February 15, March 15
San Juan	Thursday: February 8, March 8
St. Louis	Friday: February 16, March 16
Tacoma	Friday: February 23, March 23
Wilmington	Tuesday: February 20* Monday: March 19

(*change created by Presidents' Day holiday)

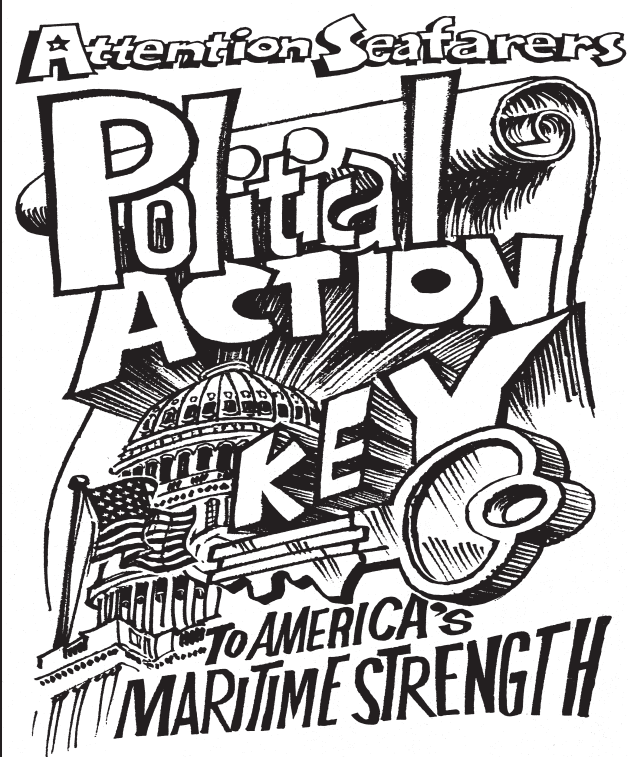
Each port's meeting starts at 10:30 a.m.

Personals

LOOKING FOR OLD SHIPMATES



Edsel (Ed) Pantan, 78, joined the SIU in New Orleans as a union organizer. He sailed on Isthmian, Cities Service and Victory carriers, retiring in 1956. He also served in the U.S. Army during the Korean War. Pantan would love to "hear from any of the guys who might still be around." You can write him at P.O. Box 30, KYI-1801, Grand Cayman, Cayman Islands.



*"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.

**Seafarers International Union
Directory**

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgoy, *Vice President Gulf Coast*

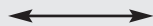
Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 499-6600

NORFOLK

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

OAKLAND

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

NOVEMBER 16 — DECEMBER 15, 2006

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH			
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III	
DECK DEPARTMENT											
Boston	1	2	2	1	1	1	3	10	4	2	
Houston	2	0	0	5	0	0	3	19	2	2	
Jacksonville	2	3	5	3	3	6	11	1	0	1	
New Orleans	1	0	0	3	0	0	2	14	3	2	
New York	5	8	0	8	5	0	8	34	28	0	
Norfolk	1	0	0	1	0	1	0	0	0	0	
Tacoma	0	0	0	0	0	0	1	2	0	0	
Wilmington	3	0	0	3	0	0	3	2	0	0	
Totals	15	13	7	24	9	8	31	82	37	7	
ENGINE DEPARTMENT											
Boston	1	0	1	0	0	0	0	6	1	1	
Houston	1	1	0	1	1	0	2	8	0	0	
Jacksonville	0	0	2	0	0	2	2	2	0	0	
New Orleans	0	1	0	0	1	0	1	5	1	1	
New York	3	1	0	0	1	0	1	16	5	0	
Norfolk	0	0	0	0	0	0	1	0	0	0	
Tacoma	0	0	0	0	0	0	1	0	0	0	
Wilmington	0	0	0	0	0	0	0	2	0	0	
Totals	5	3	3	1	3	2	8	39	7	2	
STEWARD DEPARTMENT											
Boston	3	0	1	1	0	1	2	7	4	1	
Houston	0	1	0	0	0	0	3	14	1	0	
Jacksonville	1	1	0	4	1	0	0	1	0	0	
New Orleans	1	0	0	0	0	0	0	4	1	2	
New York	4	7	0	4	3	0	5	21	28	0	
Norfolk	0	0	0	0	0	0	0	0	0	0	
Tacoma	0	0	0	0	0	0	0	0	0	0	
Wilmington	2	1	0	2	1	0	1	0	0	0	
Totals	11	10	1	11	5	1	11	47	34	3	
Totals All Departments	31	26	11	36	17	11	50	168	78	12	

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Michael S. Pell of Carriere, Miss. It is of his uncle, **Lee Joseph "Joe" Harvey**.

The picture was taken in early 1957 aboard the *SS Citrus Packer* when Harvey was a 32-year-old AB/Deck Maintenance.

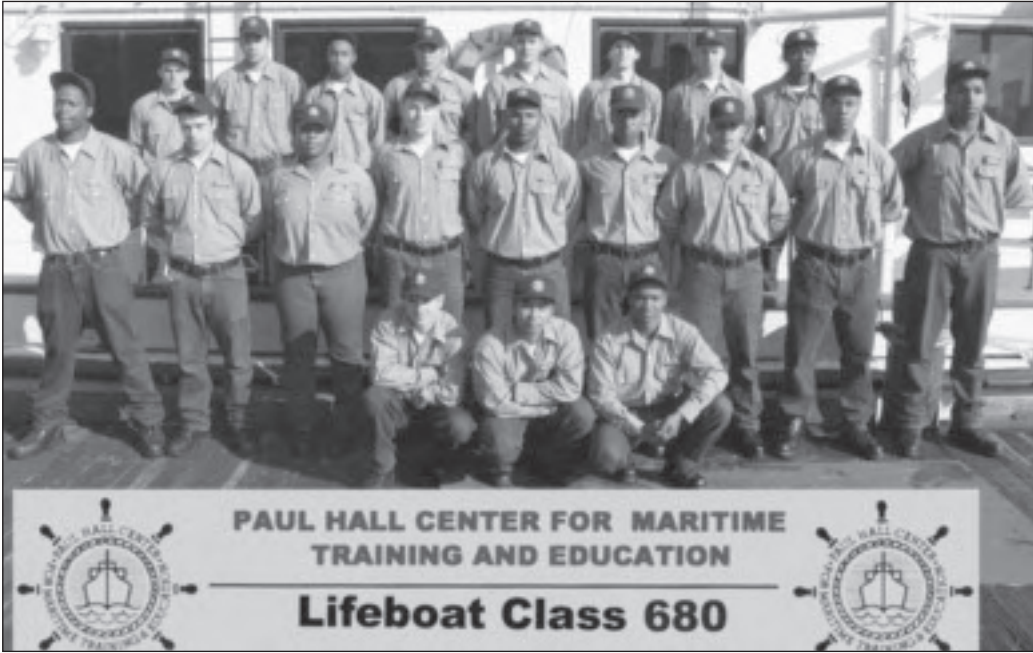
Now 82, he joined the SIU on Oct. 1, 1943 and retired in January 1981 with 27 years of actual sea time.

Michael Pell also is retired from the Seafarers International Union. In a note accompanying the photo, he states that he was lucky to be able to sail with his uncle and and some of his own brothers on many different ships, and notes that his uncle was a good bosun.



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.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 680 — Graduating from the water survival course are unlicensed apprentices from class 680. They include (in alphabetical order) Cameron Benson, Marcus Brown, James Burton, Seth Burton, Roy Carey, Thomas Casey, Joherky Concepcion, Rene Gil, Latasha Haley-Stanback, Maurice Jones, Christopher Justo, Donald Lasley, James Luttrell Jr., Ryan Racoma, Alex Roel, Kaikili Roldan, Whitney Sheridan, John Telles, Ryan White and John Wiles.



AB — Receiving certificates for completion of the AB course Dec. 8 are (in no specific order) Robert James, Casey O'Brien, Ben Julsey, Jesse James, Ryan Vandegriff, Joe Ward, Agustin Sandoval Manzo, Carlos Ramirez, Conan Leegard, Derik Rye, John Burns, Marvin Smith, Sean Fox, Bruce Dunbar, Atanacio Bernardez, Brian Finney and Francis Miller.



Advanced Fire Fighting — Graduates of the advanced fire fighting course that ended Nov. 9 are (in no specific order) MTLX boatmen Michael Maibaum, Thomas Rhew, Michael Donahue, Jeffery McCranie, John Leslie, James Suomela, Griffin Patrick and Jay O'Crotty. Their instructor, Tom Cessna, is at far left.



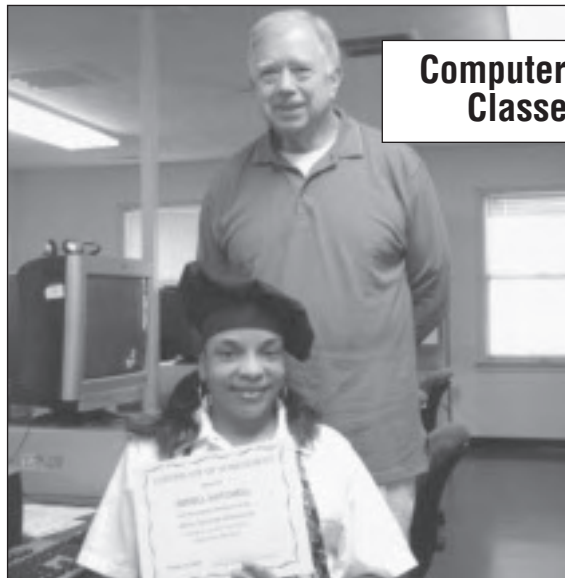
Lifeboatman/Water Survival — Nov. 10 graduates of this class include (in alphabetical order) Richard Cole, Steven DeLuca, Robert Goodwin, Gil Hernandez, Robert McMurray and Jome Zerna. Their instructor, James Mixon, is not pictured.



Radar — Graduating from this course Dec. 1 under the instruction of Herb Walling (far right) are G&H Towing Co. boatmen (in no specific order) Rommel Artis, Richard Herrington, John Fabain, Adam Simon III, Donald Buckley Jr., Jack Pegram Jr., William Hadley Jr. and Larry Nicolaidis.



With instructor Rick Prucha (in both photos) are students who recently completed computer classes at the Paul Hall Center. At left is Miriam Chacon; at right is Sedell Mitchell.



Computer Lab Classes



Proudly showing their certificates of achievement are, from the left, Jome G. Zerna, Kelly Doyle, Artis E. Pilgrim and Gregory McNeil. Standing in the back is their instructor, Rick Prucha.

Paul Hall Center Classes



Government Vessels — Upgrading Seafarers completing the government vessels course Nov. 3 are (in no specific order) Penny Pollard, Peter Cooke, Patrick Langdon, Darrell Moore, Villanito Villanueva, Raymond Harvell, Kyle Hudson, Marco Figueroa and Ashley Pearce. Their instructor, Stan Beck, is at far right.



FOWT — Graduating from the FOWT course Dec. 1 are (in no specific order) Ed Zimich, Arlyn Fernandez, Mike Crena, Brian Connell, Velton Gibbons, Joaquin Garcia, Michael Banks, Ryan Wall, Dennis Rivard, Reylan Tendido, Alex-Stephen Amarra, Michael Maskalenko, Joseph Wiegand, Michael Callahan, Richard Murray, Mark Wertz and Steven Wilson. Not pictured are David Adkins and Kathryn Lakoduk. Their instructor, Tim Achorn, is at far right.



STCW — NCL, Nov. 9: Ryan Ang, Errika Arrington, Matthew Barrett, Leimomi Bartlow, Bernadette Beaty, Jessica Berry, Natalie Bryant, Erik Castillo, Forrest Chandler, Mecca Chism, Nathaniel Conway, Lisa Cruz, Thenet Cruz, Jay Cunanan, Michael Daley, Kevin Dutton, Charles Eaton, Muhammad El Khatib, Thomas Fuller, Michael Genereux, Sean Gideon, Charles Harding, Quineice Harris, Anna Hill and Jamie Hoover. Their instructor, Bernabe Pelingon, is at far right.



STCW — NCL, Nov. 9: Bobby Jackson, Stephanie Jeans, Jacqueline Jensen, Angela Johnson, Kathryn Johnson, Priscilla Johnson, Beth Jones, Leon Kendrick Jr., Ahmed Khammari, Linda Koehn, Iwan Jurniawan, Alison Lancaster, Margie Landrum, Martin Liese, Addy Litfin, Antonio Lomeli, Ellilian Mangarero, Maximo Mangarero, Alberta McCormick, Michael McDonald, Brian Miller, James Miller, Sandra Montanez, Lisa Moreno and John Mrosko III. Their instructor, Bernabe Pelingon, is at far left.

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

STCW — Seafarers completing the STCW course Nov. 10 are (in alphabetical order) Peter Cooke, Regina Midgett, Darrell Moore, Ashley Pearce, Harry Petersen and Mohamed Sailan. Their instructor, Bernabe Pelingon, is at far left.



STCW — NCL, Nov. 9: Aaron Hill, Catherine Nordmeyer, Kathryn O'Connor, Dustin O'Kelley, Benjamin Padilla, Peter Roan, Cesario Romero, Mark Salvesen, Alex Simoes, Timothy Smith Jr., Imelda Somers, Michael Stowers, Armondo Taylor, Emerita Tolentino, Mary Tolentino, Jason Torres, Christian Vallejos, Christopher Vander Loop, Daniel Villamaria, Mary Voelker, Danielle Ward, Gideon Wendirad, Taqsha Williams and Jason Wimberly. Their instructor, Bernabe Pelingon, is at far left.



STCW — NCL, Nov. 9: Gregory Smith, Lorrie Schulte, Andrea Schierloh, Meghan Routhier, Deanna Riem, Bryony Renouf, Suzanne Reeve, Lindsey Martin, Craig Lewis, Scott Lee, Michael Kneip, Charles Edwards, Kari Connellan and Terrance Baker. Their instructor, Bernabe Pelingon, is in the back row, third from right.



The

www.seafarers.org

Volume 69, Number 1

January 2007

Seafarers Log

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

Notice
NMU Vacation Fund
 — Page 8

2006 in Review

New Ships, Standard Contracts among Top Stories

Port Security Remains Thorny Issue; Seafarers Continue Supporting Troops



SIU President Michael Sacco (left photo) addresses the crowd last May during the *Pride of Hawaii's* christening (right photo) in Los Angeles. The third NCL America ship means new jobs for the union and a boost to the U.S. economy.



For the SIU, the dominant story in 2006 may have been a compilation rather than a single event. Specifically, the union throughout the year welcomed (and worked for) news of new ships joining its contracted fleet.

The SIU also made other gains, including ratification of new five-year standard freight-ship and tanker agreements; garnering high-level, ongoing support for the U.S. Merchant

Marine from Congress, the administration and the military; and working with its affiliated training center to continue providing top-notch curriculums for mariners.

Seafarers continued answering the call to help sustain U.S. troops in Operations Enduring Freedom and Iraqi Freedom, working aboard American-flag military support ships at key spots around the world.

Implementing the most effective and fair procedures for domestic port security remained a big challenge across the industry. In that vein, the SIU throughout the year and into 2007 worked at local, state and federal levels to help promote and protect mariners' rights.

Following is a look back at some of the notable stories from 2006.

New Ships for the SIU

Taken one at a time, they were good stories. Altogether, the news of new vessels for the SIU proved quite substantial and encouraging.

In March, Horizon Lines announced an agreement in principle to charter five new U.S.-flag ships for 12-year terms from Ship Finance International Limited. The five vessels are expected to join Horizon Lines' fleet beginning early this year. The first ship in the series, the

Horizon Hunter, was christened Oct. 11.

Seafarers and SIU officials were on hand in March in Mobile, Ala. as Crowley Maritime Corporation christened the first of six new 185,000-barrel articulated tug-barge (ATB) tank vessels that the company plans to take delivery of during the next two-and-a-half years.

Amid fitting fanfare, the *Pride of Hawaii*—NCL America's third ship—was christened May 20 in Los Angeles, with SIU President Michael Sacco as one of the featured speakers. The ship entered service soon thereafter, continuing a significant boost to the U.S. economy which includes job growth for mariners.

In July, Matson's container-ship *Maunalei* was christened at Aker Philadelphia Shipyard.

A month later, Seafarers-contracted U.S. Shipping Partners L.P. joined with General Dynamics NASSCO in announcing an agreement to build nine double-hulled product carrier tankers in San Diego. The contract is valued at \$1 billion and includes options for five additional ships. Construction of the first tanker is scheduled to begin in the third quarter of 2007, with delivery slated for 2009.

That same month marked the delivery of the *Alaskan Legend*, the fourth Alaska Class tanker.

Crescent Towing added the state-of-the-art tug *Noon Wednesday*.

The SIU Great Lakes fleet added an ITB consisting of the tugboat *Olive L. Moore* and its barge, *Lewis J. Kuber*.

On Veterans' Day, the first new OSG tanker (the *Overseas Houston*) was christened at Aker Philadelphia Shipyard. The vessel is the first in a 10-ship order.

Fourth Arm of Defense

Throughout the year, wherever and whenever needed, Seafarers mobilized ships in support of OIF and OEF. The list of vessels included (but was not limited to) the *Cape Decision*, which in April delivered cargo

for the military in a high-profile mission in Poland; the *Alliance New York*, which transported materiel back to the U.S. from the Middle East; the *Wright*, activated from the Ready Reserve Force in September for a military support mission; the *USNS Mendonca*, which fulfilled key assignments in Kuwait and Germany; and the *Cape Kennedy*, which delivered morale-boosting cargo to U.S. troops overseas (namely, containers of pretzels).

Seafarers' efforts were recognized by counterparts at the U.S. Maritime Administration and the U.S. Military Sealift Command, and not just for OIF and OEF, although in December 2005 the *Cape Trinity* crew was honored for its support of Operation Enduring Freedom.

MarAd and MSC also hosted ceremonies in January, March and June to thank SIU members and other mariners for their relief efforts following Hurricanes Katrina and Rita in the summer of 2005. Among those commended were Seafarers from the following vessels: *Cape Kennedy*, *Cape Knox*, *Cape Vincent*, *Diamond State*, *Equality State*, *Wright*, *Cape Victory*, *Empire State*, *USNS Algol*, *USNS Altair*, *USNS Bellatrix*, *USNS Pililaau* and *USNS Pollux*.

Contracts and More

Speakers from the military, Congress and the administration reaffirmed their support of the U.S. maritime industry during remarks at the AFL-CIO Maritime Trades Department executive board meeting in February in San Diego.

The Seafarers Health and Benefits Plan's claims office fully reopened in Piney Point, Md. in early April. More than 40 people work there.

SHBP scholarships, with total values of \$132,000, were awarded in May to Seafarers and SIU dependents.

That same month, the Department of Homeland Security and the Transportation Security

Administration issued proposed regulations for implementing the long-anticipated Transportation Worker Identification Credential (TWIC) and its related Merchant Mariner Qualification Credential (MMC). The SIU worked with other U.S. maritime unions in formally spelling out to the government that while we fully support strong security measures in port and aboard ship, those rules must be fair to the individual mariner. The GAO weighed in by pointing out several major concerns about how the TWIC will be put into place, and in the waning days of 2006, the industry collectively awaited issuance of the final rules.

In July, Seafarers approved new standard contracts that improve wages, maintain medical benefits and preserve jobs. Health care costs dominated the negotiations. No jobs were lost.

Members reacted very favorably as the union in August opened a new hall in Oakland, Calif., replacing the old hall in San Francisco.

On Labor Day, the union and its affiliated Paul Hall Center for Maritime Training and Education hosted President Bush, who praised both the SIU and the school while emphatically restating his support for the Jones Act.

Members approved 11 constitutional amendments.

Progress for CIVMARS

In the Government Services Division, the union gained jobs as MSC launched the first two vessels in its new T-AKE class, the *USNS Lewis and Clark* and the *USNS Sacagawea*.

CIVMARS also welcomed new pay schedules for National Oceanic & Atmospheric Administration mariners resulting in significant wage increases.

Throughout the year, the union tackled many difficult safety, health, habitability and quality-of-life issues for CIVMARS. The union met with much success regarding ship-board health issues, particularly



A U.S. Marine waits for a truck to roll down the ramp of the SIU-crewed USNS Bellatrix during troop rotations in Iraq.



Seafarers aboard the Cape Wrath in Baltimore were among those voting in favor of new standard contracts that increase wages, maintain health care benefits and preserve SIU jobs.

Continued on page 6