



The

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

perfect

10 Tankers Ordered!

Seafarers Will Sail Aboard New Double-Hulled Ships

BUILDING THE FUTURE

KPSI



Photo by Michael Eraña

In a major maritime development, SIU-contracted Overseas Shipholding Group last month announced that it will operate 10 tankers scheduled for construction at the Kvaerner Philadelphia Shipyard. A ceremony (pictured above) took place April 14 at the shipyard. The photo illustration at right depicts the new "Veteran Class" tankers. Page 3.



Alaskan Explorer Delivered

The SIU-contracted tanker *Alaskan Explorer* (above) recently was delivered to BP Oil Shipping Company, USA. Operated by Alaska Tanker Company, the vessel is the second of four Alaska-class double-hull oil tankers being built in San Diego for BP. Page 3.

Inspectors Bring 7 Ships Under ITF Agreement



International Transport Workers' Federation (ITF) inspectors from the SIU and the International Longshoremen's Association recently helped bring seven Panamanian-flag vessels under ITF contract. Above, Inspector Scott Brady (front, leaning forward) is pictured with happy mariners aboard one of those vessels, the containership *Sumida*. Page 2.



LMSR Turnover Continues

Seafarers-contracted American Overseas Marine Corporation (AMSEA) in mid-April began operating two more LMSRs and was scheduled to take control of two others either late in the month or in early May. SIU members climbed aboard the *USNS Seay* and *USNS Mendonca* in Philadelphia. Previously, Seafarers crewed up the *USNS Shughart* (above) in Norfolk, Va. Pictured on the *Shughart* are Bosun Dave Marks (left) and STOS John Frey. Page 8.

Car Carrier *Jean Anne* Completes 1st Voyage

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Seafarers Participate in Benefits Conferences

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President's Report

Future Looks Bright

Last month's announcement that 10 state-of-the-art tankers will be built for SIU-contracted Overseas Shipholding Group isn't just another good story. It is a huge boost to the future of our union and our industry.



Michael Sacco

As you know, I've always been an optimist about the SIU and the whole U.S. Merchant Marine, not to mention American shipbuilding. OSG's commitment to the Jones Act trade is a tremendous signal for our bright future.

In fact, from my view, our future has never looked better.

While the order for 10 tankers in the U.S.-flag commercial sector is tremendously important, it's not the only recent reason for confidence in the SIU.

Along the East and Gulf coasts, Seafarers are crewing up newly contracted military support ships operated by AMSEA.

Out West, SIU-contracted Alaska Tanker Company just took delivery of another double-hulled tanker, the second in a series of four new builds. And, Seafarers recently climbed the gangway of a brand new car carrier operated by Interocean Uglund Management.

Overseas, final preparations are being made aboard the *Pride of America*, the second U.S.-flag cruise ship in NCL America's fleet. The ship will be christened next month in New York—with an SIU crew on board.

Later this year, the new Maritime Security Program goes into effect. The new MSP calls for 60 U.S.-flag ships, 13 more than in the old program. It is a legislative mandate that ensures the U.S. flag will fly on deep sea commercial ships for at least the next 10 years.

Closer to home, our affiliated school in Piney Point, the Paul Hall Center for Maritime Training and Education, continues providing top-notch instruction for all of its students, whether they are new to our industry or they're upgrading for the third or fourth time. The Paul Hall Center is every bit as good as advertised—a world-class maritime training facility that helps turn out professional, reliable, dedicated seafarers.

My outlook for our future has always been positive. With so much evidence supporting that point of view, I'm more hopeful than ever about the months and years ahead—and more determined than ever to protect and grow the jobs and job security of this membership.

There are those who never would have believed that anyone would order 10 new U.S.-flag tankers from an American shipyard. I'm one who believes that the new OSG ships are just the beginning.

Maritime Day

Our industry observes National Maritime Day this month, and the SIU as always will be active in ceremonies honoring the mariners who made the ultimate sacrifice while serving as part of our country's fourth arm of defense.

The tributes and memorials hit close to home—thousands of SIU and NMU members gave their lives in World War II. Thousands more have sailed in harm's way during Korea and Vietnam, during the Persian Gulf War, during Operations Iraqi Freedom and Enduring Freedom, and any other time we've been called upon.

The legacy of the U.S. Merchant Marine is one of bravery and reliability. On May 22, or whenever you attend a National Maritime Day ceremony, please remember the courageous souls who gave their all for our freedom.

Pride of America Nears Completion

Seafarers Report Aboard Ship for Training

Seafarers already have reported aboard the *Pride of America* to begin training on the ship, which currently is undergoing finishing touches in a German shipyard. The NCL America vessel is the first new U.S.-flagged cruise ship in almost 50 years. (The *Pride of Aloha*, which began its maiden voyage last summer, was the former Bahamian-flagged *Norwegian Sky*, which reflagged U.S. on June 7, 2004).

Sea trials are scheduled this month, and NCL America will take delivery of the *Pride of America* on June 6. Christening ceremonies will take place in New York later in the month and then in July the vessel will cruise out of San Francisco to begin year-round, seven-night cruises around the Hawaiian Islands.

The new ship will carry a "Best of America" theme inside and out. From bow to stern, the SIU-crewed *Pride of America* salutes the many regions of the United States. Vibrant artwork of stars and stripes adorns the hull, and every inch of the vessel's décor is dedicated to the places America loves. An Alaskan Gold Rush Saloon, a New Orleans-style Mardi Gras Cabaret Lounge, a French restaurant inspired by Thomas Jefferson's Monticello and a Waikiki Bar are just a few of the great choices that include eight restaurants and 10 bars and lounges.

The *Pride of America* is a truly modern ship, offering state-of-



The SIU-crewed *Pride of America*, lying along the outfitting pier at a German shipyard, will begin sea trials on May 22 prior to being delivered to NCL America on June 6.

the-art digital technology in each stateroom to allow guests to customize their cruise experience in the comfort and privacy of their own cabins. NCL's new ship also has the line's first family suites, each with balcony, living room and a private bedroom.

The vessel is 921 feet long with a beam of 106 feet. It features 15 decks and will have a passenger capacity of more than 2,100.

Next year, NCL America plans to launch a third SIU-crewed cruise ship—the *Pride of Hawaii*. Once this third vessel has been added to the fleet, NCL America's U.S.-flag ships are expected to generate more than \$828 million in U.S. economic activity and 20,400 jobs, according to a study by one of the nation's leading

economic consultancies.

Seafarers who are filling the unlicensed positions aboard the NCL America vessels are being trained at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and at its affiliated Seafarers Training Center in Hawaii. These facilities offer a number of curriculums, including fire fighting and safety training. In addition to the on-the-job shipboard training now taking place in Germany, mock passenger cabins have been reproduced in their entirety at the Paul Hall Center. The replica cabins are identical in shape and size—and with the same furniture and amenities—as the ones aboard the cruise liner and are helping train housekeepers on specific job aspects of efficient cleaning.

Inspectors Bring 7 Ships Under ITF Agreement

International Transport Workers' Federation (ITF) inspectors from the SIU and the International Longshoremen's Association (ILA) recently helped bring seven Panamanian-flag vessels under ITF contract.

SIU ITF Inspectors Scott Brady and Tony Sacco along with ILA ITF Inspector Hans Saurenmann also secured more than \$27,000 in back pay for crew members aboard the container ship *Sumida*, part of the fleet owned by Tokyo-based Miyazaki Sangyo Kaiun Co., Ltd.

"The ITF had been working for quite a while to get these ships under federation contract, so this is a very welcome development," said Brady. "It's obviously good news for the mariners."

The *Sumida* case began in late March, when Sacco met with Filipino crew members aboard the runaway-flag vessel in Savannah, Ga. He issued the shipowner a warning letter for not having an ITF contract in place and alerted other federation officials.

Subsequently, Brady and Saurenmann boarded the *Sumida* in Miami, where they finalized the contract. At the insistence of Sacco, Brady, Saurenmann and SIU ITF East Coast Coordinator Ricky Esopa, the company agreed to make the pact retroactive to Jan. 1, thereby creating back wages of \$27,000, which immediately was paid.

"The crew was very happy and grateful," Brady recalled.

The SIU is affiliated with the

ITF, a federation of more than 600 transport-worker unions in 140 countries.

SIU Secretary-Treasurer David Heindel is vice chair of the ITF's Seafarers' Section, which brings together seafaring unions from every continent. It determines ITF policy regarding the campaign to end so-called flags of convenience (FOC) and to eliminate substandard working conditions on such vessels.

A flag-of-convenience or runaway-flag ship is one that flies the flag of a country other than the country of ownership. Cheap registration fees, low or no taxes and freedom to employ cheap labor typically are among the main motivating factors behind a shipowner's decision to flag out.

In describing the ITF campaign against runaway flags, the federation noted that it believes there should be a "genuine link between the real owner of a vessel and the flag the vessel flies, in accordance with the United Nations Convention on the Law of the Sea (UNCLOS). There is no genuine link in the case of FOC registries.... Some of these registers have poor safety and training standards, and place no restriction on the nationality of the crew. Sometimes, because of language differences, seafarers are not able to communicate effectively with each other, putting safety and the efficient operation of the ship at risk. In many cases these flags are not even run from the country concerned."



SIU ITF inspectors in April helped bring the *Sumida* and six other vessels under federation contract.

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10 Tankers Ordered

SIU-Contracted Overseas Shipholding Group to Operate Vessels

For the U.S. maritime industry and the SIU in particular, announcements don't come much bigger than the one made April 14 at Kvaerner Philadelphia Shipyard involving SIU-contracted Overseas Shipholding Group (OSG).

With former President Bill Clinton delivering the keynote address, the unionized shipyard revealed that it has signed a \$1 billion agreement to build 10 double-hulled tankers that will be operated by OSG. The contract includes options to build two additional tankers.

In the U.S. commercial shipbuilding sector, Kvaerner Philadelphia's announcement apparently is without modern precedent. The company said the five-year construction plan is "believed to be the largest of its kind in American commercial shipbuilding."

SIU President Michael Sacco said the order for the 10 U.S.-flag vessels "is fantastic for our entire industry. This is a huge step toward ensuring a strong future for the SIU and for the U.S. Merchant Marine as a whole."

"It's also good news for U.S. national and economic security," he added. "These ships will help ensure that well-trained, loyal, U.S. citizen mariners remain available to serve as the fourth arm of defense in support of our troops and our country."

Each of the environmentally sound "Veteran Class" tankers will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. The vessels will have a deadweight tonnage of 46,000 apiece. The first ship tentatively is scheduled for delivery in 2006; the last in 2010.

The vessels are expected to operate in the Jones Act trade.

Mariners aren't the only ones who undoubtedly welcomed the

announcement. Kvaerner Philadelphia officials estimated that the order will keep 800 shipyard workers employed for at least the next five years. Additionally, the construction is expected to help create 6,000 related jobs in the Philadelphia region.

The elaborate shipyard ceremony drew more than 1,000 people including shipyard workers, customers and others.

Clinton, a strong supporter of the U.S. maritime industry throughout both his terms as president, was credited by Kvaerner Philadelphia as playing an important role in the successful, bi-partisan, public-private partnership that set the stage for the shipyard's revitalization.

"I never lost faith in the American shipbuilding industry and neither did so many of our public servants, workers and private businesses," he told the crowd. "I salute the men and women of Kvaerner Philadelphia Shipyard for showing all of us once again that it is possible to achieve great things even in the face of seemingly impossible odds. Today's announcement is good news for the workers here, for America's maritime industry and for the environment."

Kjell Rokke, Kvaerner's owner, credited the unionized shipyard workers with helping make the company successful. "I am proud to be able to show how well the people at the yard have stood up to the challenge of turning this (former) Navy yard into the most competitive yard in the Jones Act market," he said.

Other speakers at the ceremony included Pennsylvania Gov-



Photo by Michael Eraña

Morten Arntzen, president and CEO of SIU-contracted OSG (seated, left) and Kjell Inge Rokke, main shareholder of Kvaerner ASA perform the ceremonial contract signing April 14 in Philadelphia. Looking on are (standing, from left) Leif-Arne Langoy, president and CEO of Aker ASA; Captain Bob Johnston, OSG; Dave Meehan, president and CEO of KPSI; Edward G. Rendell, governor of Pennsylvania; John Graykowski, legal counsel to KPSI (partially hidden); former President Bill Clinton; and John F. Street, mayor of Philadelphia.

ernor Ed Rendell, U.S. Rep. Curt Weldon (R-Pa.), Philadelphia Mayor John F. Street and other local, state, and federal govern-

ment officials who came together under a red, white and blue banner that read, "Building the Future."

New Tanker Delivered

Alaskan Explorer Boosts SIU Job Growth

The SIU-contracted tanker *Alaskan Explorer* recently was delivered to BP Oil Shipping Company, USA.

The vessel is the second of four Alaska-class double-hull oil tankers being built in San Diego for BP. The third ship is scheduled for delivery in late 2005 and the fourth ship in 2006.

The first in the group, the *Alaskan Frontier* entered service last year. It is operated by SIU-contracted Alaska Tanker Co., as will be the case with its sister ships.

Each vessel is 941 feet long, with a beam of 164 feet and a capacity of 1.3 million barrels of oil.

In announcing the *Alaskan Explorer's* delivery in mid-March, the National Steel and Shipbuilding Company (NASSCO) described the Alaska-class vessels as "the most environmentally friendly oil tankers ever built. Their double-hull construction has been designed for a life of 35 years and their deck structure has a life of 50 years, a robust configuration that will per-



The *Alaskan Explorer* is the newest addition to the SIU-contracted Alaska Tanker Company fleet.

form at peak efficiency for decades in the rigors of the Gulf of Alaska's waters. The diesel-electric propulsion system, with redundant engines, shafts and screws, significantly increases reliability and reduces air emissions and maintenance downtime. The ships use seawater instead of oil to cool and lubricate their propeller shafts, eliminating the possibility of accidental oil leaks. Their cargo piping, normally installed on the deck, is run inside the cargo tanks, to reduce the risk

of small spills."

The new tonnage brings additional benefits besides modern, safe equipment. When the ship was christened late last year, SIU Vice President Contracts Augie Tellez pointed out that the Alaska-class tankers "strengthen the U.S.-flag fleet. They help maintain a pool of well-trained, loyal, reliable U.S. citizen mariners who are available to sail on military support ships for our national defense."

Alaska Tanker Company, based in Beaverton, Ore., began operating in 1999. The company has earned numerous safety awards for its operation of SIU-crewed vessels which primarily sail between Alaska and the West Coast, delivering Alaska North Slope crude oil to refineries.

BP is the single, global brand formed by the combination of the former British Petroleum, Amoco Corporation, Atlantic Richfield (ARCO) and Burmah Castrol.



This artist's conception of the Kvaerner Philadelphia tankers reflects the vessels' 600-foot length and 46,000 deadweight tonnage.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, May 30, 2005 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.



Construction continues in San Diego on two more Alaska-class tankers that will be crewed by Seafarers.

Car Carrier Brings More New Jobs

SIU-Crewed Jean Anne Makes Maiden Voyage to Hawaii

The SIU-crewed car carrier *Jean Anne* made its maiden voyage in late March, departing from San Diego and heading for stops in Hawaii.

Christened March 21 in San Diego, the 579-foot vessel signifies new jobs for Seafarers. It is operated by InterOcean Uglund Management for Pasha Hawaii Transport Lines and will sail regularly between the West Coast and Hawaii.

SIU representatives from the union hall in Wilmington, Calif. met with crew members aboard the *Jean Anne* before and after the initial voyage, and found the Seafarers in good spirits. They described the ship as immaculate.

As previously reported, the *Jean Anne*, with 387,000 square feet of deck space, can carry more than 3,000 vehicles and other rolling stock. The ship can travel at speeds approaching 20 knots, and its stern ramp is capable of handling up to 100 tons as vehicles are driven on and off.

Built at Halter Marine in Pascagoula, Miss., the vessel has a beam of 102 feet, a 28-foot draft and deadweight metric tonnage of 13,000. It features 10 decks, three of which may be hoisted.

The ship's regular stops will include Honolulu; Kahului, Maui; Hilo; and Nawiliwili, Kauai.

According to news reports,

DaimlerChrysler has inked an agreement with Pasha Hawaii Transport Lines to move approximately 20,000 vehicles per year aboard the *Jean Anne*. Contracts also reportedly are in place to transport other brands of vehicles, including Honda and Porsche.

Media reports further indicated that the company hopes to add a second vessel within three years.

On its first trip, the *Jean Anne* carried more than 2,200 cars along with trucks, boats and more. A Hawaii newspaper described it as the largest single shipment ever of vehicles from the U.S. mainland to Honolulu.



SIU VP Contracts Augie Tellez (third from right) is pictured with Seafarers and officers from the *Jean Anne*, including AB Robert Huff, AB Bill Cooley, Bosun Dan Davenport, AB Tom Johnson, OS Rick Jones and 2nd Mate Jamie Beadnell.



From left, OS Kevin Johnson, SIU VP Contracts Augie Tellez and AB Robert Huff celebrate the christening.



The SIU's newest contracted car carrier can transport more than 3,000 vehicles.



The SIU-crewed *Jean Anne* entered service in late March, following its christening in San Diego.

Dozens of Seafarers-Crewed Ships Still Sailing in Support of Troops

Seafarers continue to support U.S. armed forces by delivering an array of goods to servicemen and women in the Middle East for the latest sealift component of Operation Iraqi Freedom, known as OIF3.

SIU members since late last year have been backing the

newest phase on the war by transporting food, supplies and munitions to U.S. troops in the Middle East for OIF3. SIU-crewed vessels serving the U.S. Military Sealift Command (MSC) and docked in ports along the country's east, west and Gulf coasts in late November began mobilizing for this stage of the ongoing mission. Meanwhile, other SIU-crewed ships including prepositioning vessels continued their respective involvement.

As of press time for this edition of the *Seafarers LOG*, 37 Seafarers-crewed MSC vessels still were sailing for OIF3—10 fewer vessels than last month at about the same time. More than 600 SIU members currently are crewing these ships. In excess of 700 SIU members signed up for duty during the initial activations. Just as during military support missions before and during the all-out combat phase of the war in Iraq and OIF2 along with missions in Afghanistan, Seafarers again are tasked to deliver materiel to U.S. armed forces in the Middle East.

The SIU-crewed vessels currently mobilized in support of OIF3 include: *Cape Jacob*, *USNS Altair*, *USNS Bellatrix*, *USNS Capella*, *USNS Stockham*, *Cape Intrepid*, *Cape Island*, *Cape Wrath*, *USNS Chesapeake*, *USNS Petersburg*, *Westward Venture*, *Cape Knox*, *Cape Kennedy*, *Cape Victory*,

Cape Vincent, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins*, *USNS Watson*, *Cape Domingo*, *Cape Ducato*, *Cape Horn*, *Cape Hudson*, *Cape Texas*, *Cape Trinity*, *USNS Brittin*, *USNS Benevidez*, *USNS Bob Hope*, *USNS Fisher*, *USNS Mendonca* and the *USNS Pililau*.

Thousands of SIU members crewed 100-plus vessels in support of U.S. troops during the first phase of OIF. Dozens of SIU-crewed vessels remained active in the massive OIF2 resupply mission that commenced early last year. MSC reported that U.S.-flag ships carried heavy volumes of combat service support gear for forces working to steady Iraq. Overall, approximately 24 million square feet of cargo belonging to nine units in the U.S. Marine Corps, U.S. Army and National Guard was moved by ship during OIF2.



SIU-crewed ships have delivered the goods for U.S. troops throughout Operations Enduring Freedom and Iraqi Freedom.

Bosuns' Meeting Held in Algonac



The port of Algonac was the site of a Feb. 16 meeting between American Steamship Company (ASC) representatives and SIU bosuns working aboard ASC vessels. The joint meeting was designed to keep bosuns updated on all issues, including training at the Paul Hall Center and contract questions as well as other items needing clarification. Seated at the conference table in the top photo are (from left) Seafarers Joel Lechel, David Barber Sr., Scott Gallagher, Jeff Eckhart, Al Brzezinski and Michael Keogh, ASC Representatives Mary Banks, Kathy Elinski, Noel Bassett, Jerry Welsch, Kevin McMonagle, Keith Collignon, Tom Anderson and Laurie Montante, and Seafarers William Mulcahy, Ron Bocek, Mike Schaff, Charles Neigebauer and Tim Burke. In the smaller photo are (seated, from left) SIU Representative Don Thornton, Algonac Port Agent Todd Brdak, SIU VP Lakes and Inland Waters Tom Orzechowski and Joliet Safety Director Chad Partridge.



Maersk Wins Contract to Operate 6 Vessels

In a move that helps preserve job security for Seafarers, SIU-contracted Maersk Line, Limited recently was awarded an operating agreement from the U.S. Military Sealift Command (MSC) for six vessels.

MSC awarded a one-year agreement with options that could bring the contract's total length to more than four years.

As part of the pact, Maersk will continue to operate and maintain four ocean surveillance

ships and two missile range instrumentation ships. The ocean surveillance ships—the *USNS Effective*, *USNS Impeccable*, *USNS Loyal* and *USNS Victorious*—work directly with the U.S. Navy fleets to listen for undersea threats. The range instrumentation ships—the *USNS Invincible* and *USNS Observation Island*—support the U.S. Air Force by serving as seaborne platforms for radar systems.

Both types of vessels are part

of MSC's Special Mission Program. "Special mission ships provide operating platforms and services for unique U.S. military and federal government missions," the agency noted in announcing the contract award. "These specialized services include oceanographic and hydrographic surveys, underwater surveillance, missile flight data collection and tracking, acoustic survey and submarine support."



The *USNS Impeccable* will continue to be crewed by Seafarers, along with five other vessels covered in a new contract awarded by MSC to Maersk Line, Limited.

NTSB Report Spotlights Weight Standards In Water Taxi Tragedy

The U.S. Coast Guard soon may revise the system it uses to calculate the maximum occupant weight capacity for private water taxis, the result of recent recommendations by the National Safety Transportation Board (NTSB).

The suggested modifications stem from a 2004 incident that involved a private water taxi in Baltimore's Inner Harbor. As previously reported in the *Seafarers LOG*, the *Lady D*, a 36-foot, two-ton pontoon boat on March 6 of last year capsized in a fast-moving storm while carrying 25 passengers. Local rescuers quickly pulled most of the passengers to safety but couldn't find five of them.

Ten days later, with assistance from SIU members aboard the *Tyco Decisive*, the missing bodies were recovered. The remains of the last three victims almost certainly would not have been found and recovered without sophisticated equipment donated by Tyco and another private company for the grim recovery mission.

According to the *Baltimore Sun*, the operators of the *Lady D* prior to leaving dockside properly had complied with the passenger limit set by the U.S. Coast Guard (USCG). The problem was that the USCG had established the number of passengers too high when granting the *Lady D* its certificate of inspection. The agency had relied on outdated estimates of average passenger weight, according to the National Transportation Safety Board. It had used a 1960s-era estimate that an average passenger weighs 140 pounds when it certified the boat's stability.

"The *Lady D*'s certificate of inspection (COI) stipulated a maximum 25-person capacity, based on the results of a simplified stability proof test weight of 3,500 pounds and the 140-pound-per-person allowance," stated a Dec. 20, 2004 NTSB Safety Recommendation package which was sent to the USCG. "The accident voyage carried a total of 25 persons (14 men, 8 women and 3 children), consistent with the COI. However, the Safety Board determined that the average occupant weight (figuring the children's weight) was actually 168.4 pounds, 28.4 pounds per person above the

weight standard. This resulted in an actual total occupancy weight of over 4,200 pounds, 700 pounds above the vessel's stability proof test weight of 3,500 pounds."

According to the NTSB, the USCG Office of Compliance in October 2004 issued a policy letter to the Officers-In-Charge, Marine Inspection, for evaluating the stability and subdivision requirements of small passenger vessels inspected under 46 CFR, Subchapter T. Included in this guidance was a job aid to which USCG inspectors could refer when calculating stability proof tests for pontoon vessels that operate on protected waters.

"The job aid reinforced existing weight allowances" according to the NTSB recommendation package, stating that for testing purposes, the weight per passenger equals 160 pounds, "except when passenger loads consists of men, women and children," in which case a weight per passenger of 140 pounds "may be used."

In the opinion of the NTSB, if the *Lady D* were operational today and had been certified for carrying passenger loads consisting of men, women and children, the 140 pound weight allowance for passengers would remain unchanged.

The NTSB articulated its concern that the USCG is not using a realistic average occupant weight in calculating the number of people that can be safely carried on pontoon vessels. Besides the significantly higher average weights found on the *Lady D* accident voyage, the NTSB cited government reports which show Americans of all ages are a great deal heavier today than when the complete rewrite of 46 CFR Part 179 ("Subdivision, Damage Stability, and Watertight Integrity") was distributed in September 1960.

A Centers for Disease Control and Prevention (CDC) report issued in October 2004 concluded that in the United States "average weight has increased dramatically in the last 40 years with the greatest increase seen in adults." According to the CDC report, average adult weights have increased by nearly 25 percent in the last 40 years.

Based on the CDC report, as well as recently updated operator

weight and balance program guidance from the Federal Aviation Administration (FAA) in which the agency increased its average adult passenger weight from 160 to 170 pounds, the NTSB found the USCG standards suspect.

"The Coast Guard's current 140-pound-per-person weight allowances for operations on protected waters with a mix of men, women, and children does not reflect actual loading conditions," the NTSB said in its recommendation package to the USCG. "This weight allowance is not supported by recent data from the CDC and is not consistent with the FAA's 2004 update to its weight and balance guidance. Further the Coast Guard's weight allowance significantly underestimates the total occupant weight on the accident voyage—using the 140-pound standards, the occupant load (over 4,200 pounds) on the *Lady D* accident voyage was equivalent to 30 people."

After noting that vessels operated in an overloaded condition are at higher capsize risk, the NTSB pointed out to the USCG that increasing the average weight used to calculate maximum occupant capacity is one avenue through which more accurate vessel loads could be reflected. On the other hand, the board suggested, the weight of persons allowed on board could be limited to the weight resulting from the vessel's simplified stability proof test. Painting a load reference line on the vessel's pontoons that could be used to limit the occupant weight, or summing people's actual weights as they boarded the vessels were suggested as ways to guard against overloads.

The NTSB's final report on the *Lady-D* incident is expected to be released later this year.

Mariners Included In National Moment Of Remembrance

Editor's note: Acting Maritime Administrator John Jamian last month sent the following letter to officials in the maritime industry, including the presidents of the U.S. maritime unions:

As Acting Maritime Administrator, I encourage you to participate in the National Moment of Remembrance, taking one minute at 3:00 p.m. local time on Memorial Day, Monday, May 30, to remember the sacrifices of America's fallen, from the Revolutionary War to the present. This honors not only members of the Armed Services, but also the U.S. Merchant Marine and other civilians whose devotion has preserved and defended our heritage of freedom.

Seafarers-Crewed Stockham Commended by U.S. Navy

The Seafarers-crewed *USNS Stockham*, operated by American Overseas Marine Corporation (AMSEA), recently received a citation commending the crew members and officers for their roles in assisting a nuclear submarine after it ran aground south of Guam.

The submarine *USS San Francisco* had been conducting submerged operations and was headed to Australia for a port visit when it grounded in January. One of the *San Francisco*'s crew members died and 23 others were injured. The *Stockham* and a U.S. Coast Guard cutter subsequently escorted the submarine to safety.

In the commendation to the *Stockham*, U.S. Navy Rear Admiral A.J. Johnson cited the crew's "outstanding performance of duties while serving as rescue platform during the emergency response to the grounding ... from 8 to 10 January 2005. Demonstrating exceptional readiness, the officers and crew of the *USNS GYSGT Fred W. Stockham* prepared the ship to sortie in support of rescue operations in less than four hours. Through meticu-

lous attention to detail and unwavering professionalism, the crew safety and expeditiously loaded additional rescue assets to include two 11-meter rigid hull inflatable boats, a sea, air and land medical team, and while getting underway, two HH-60H helicopters....

"Demonstrating the exceptional engineering readiness of *Stockham* to respond to the mission at hand, the ship made best speed to rendezvous with *San Francisco*, arriving just after dawn and covering the 350 nautical miles in less than 14 hours. The crew quickly launched the two helicopters to insert much-needed medical assistance to the damaged submarine.

"Additionally, flight deck personnel professionally supported the numerous attempts to evacuate a critically injured submariner, and the crew effortlessly readied the rigid hull inflatable boats for launching should they be needed.

"Your quick response, fast transit and the assets you carried on board provided great comfort to the crew of the submarine...."

The observance is sponsored by the White House Commission on Remembrance, a bipartisan, independent executive branch agency. I will be directing the ships of the Maritime Administration's Ready Reserve Force to dress ship on that day and to ring eight bells at 3:00 p.m. local time, wherever they are in the world. I will also be encouraging them to send an e-mail to the Commission, with a picture if possible, at commission@remember.gov.

I encourage all U.S.-flag ships and all gatherings of members of the maritime industry to take appropriate steps to participate in the National Moment of Remembrance. We are grateful to the brave men and women who have served this great country so bravely to ensure the many freedoms we enjoy every day.

Sincerely,
John Jamian
Acting Maritime Administrator

CIVMARS Mobilize for Earthquake Victims

A pair of Seafarers-crewed vessels in late March was ordered to divert from humanitarian relief operations in one overseas location, weigh anchors and steam to another area to perform the same type of mission.

The U.S. Navy's Military Sealift Command hospital ship *USNS Mercy* and MSC combat stores ship *USNS Niagara Falls* were directed to get underway from East Timor to Nias Island, Indonesia, March 30 to provide disaster relief and humanitarian assistance following the 8.7 magnitude earthquake off the west coast of northern Sumatra March 28. The vessels are crewed by members of the union's Government Services Division.

An additional 175 U.S. Navy medical and support personnel along with 40 non-governmental (NGO) personnel have been requested to augment the ships' combined crew of 337 U.S. Navy and NGO personnel and 65 MSC civil service mariners.

The MSC combat stores ship *USNS San Jose*, which was en route to Guam after supporting humanitarian assistance operations in the region since Jan. 6, also was directed to Nias Island. Four MH-60S Knighthawk helicopters from Helicopter Combat Support Squadron (HC) 5 detachments embarked on board the *Niagara Falls* and *San Jose* are being used to transport relief sup-

plies and patients in need of medical care to and from the *Mercy*. The MSC oiler *USNS Tippecanoe* also is on hand to provide supply replenishment support to MSC ships in the area.

"The civilian mariners aboard *Mercy*, as well as those aboard *Niagara Falls*, *San Jose* and *Tippecanoe*, are continuing their support of *Mercy's* onboard medical treatment facility and of the medical staff gearing up to treat the patients in Nias that await them," said the *Mercy's* master, Capt. Michael Leahy.

The *Mercy* and *Niagara Falls* were in East Timor as part of a humanitarian aid mission being conducted as the hospital ship was en route back to its San Diego home when both ships were ordered to move toward Nias. During the *Mercy's* two-day visit to East Timor, the ship's medical staff saw more than 1,800 patients. At a prior four-day stop in Alor, Indonesia, the *Mercy's* medical team saw more than 6,200 patients.

The *Mercy* on Jan. 5 sailed from San Diego in response to the Dec. 26 tsunami that struck Southeast Asia. Operating off the coast of Banda Aceh from Feb. 6 to March 16, the *Mercy's* medical staff treated more than 9,500 patients ashore and afloat, performing 19,512 medical procedures including more than 285 surgical and operating room



The *USNS Niagara Falls* (left) and the *USNS Mercy* sailed to provide disaster relief and humanitarian assistance following the recent earthquake off the west coast of northern Sumatra.

cases.

"We are returning to Sumatra to help our friends and neighbors in the Pacific in any way that we can," said Capt. Mark Llewellyn, MC, USN, commanding officer of the *Mercy's* medical treatment facility. "From our first time in Sumatra doing tsunami relief, we feel connected to the wonderful people of Indonesia. We learned many things from our first trip here. One is that earthquakes and tsunamis can damage buildings and injure the body, but they cannot destroy the spirit of a



community."

The *Mercy* is one of two hospital ships in the U.S. Navy. The other is the *USNS Comfort*, also crewed by members of the SIU's Government Services Division.

MSC operates more than 120 noncombatant, 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.

Alaskans Complete AB Course Citizens from 49th State Find Opportunities at Paul Hall Center

Six students from Alaska recently completed the AB course at the Paul Hall Center for Maritime Training, located in Piney Point, Md.

Four of those students—**Orlando Caro**, **David F. Osterback**, **Nelton Rodriguez** and **Gary Santos**—are graduates of the center's unlicensed apprentice program. The other two, **Francis J. Burke** and **Douglas F. Perry Jr.**, came to the school via a program for displaced fishermen.

The AB 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.

Additionally, as this issue of the *Seafarers LOG* went to press, 10 more Alaskans were reporting to the Paul Hall Center for STCW Basic Safety Training.

As previously reported, both the Paul Hall Center and the state of Alaska, in conjunction with the SIU and its contracted employers, help provide residents of America's northernmost state with the chance to begin careers in the U.S. Merchant Marine.

In the late 1990s, the union started working with Alaska's congressional delegation, the governor's office and local officials to offer Alaska citizens an avenue to join the unlicensed apprentice program offered at the Paul Hall Center. More recently, the union and school partnered with Alaska Governor Frank Murkowski and his administration to recruit and train dislocated workers from

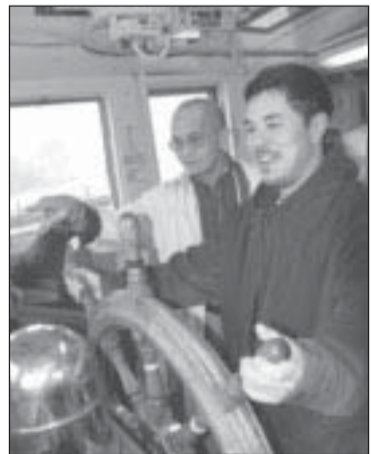


Pictured from left to right are Alaskan upgraders Orlando Caro, David F. Osterback, Nelton Rodriguez, Gary Santos, Francis J. Burke and Douglas F. Perry Jr.

Alaska for jobs in the merchant marine through a Ketchikan-based nonprofit agency called SEA Link. A separate Anchorage-based program has helped Alaskans gain employment on riding gangs aboard SIU-contracted Alaska Tanker Company vessels taking North Slope crude to refineries on the West Coast.



Student Gary Santos (left) and Instructor Bernabe Pelingon discuss knot-tying.



Clockwise from above left: Nelton Rodriguez graduated from the apprentice program and later upgraded to AB; David Osterback takes the wheel, under direction of Instructor Bernabe Pelingon; Douglas Perry Jr. and Francis Burke receive instruction from Bernabe Pelingon.



Left: Orlando Caro and Instructor Larry Malone utilize the crane simulator.

Stewards Convey Passion About Their Union And Their Work

As the newest graduates of the Paul Hall Center's recertified steward program shared their experiences with fellow Seafarers at the April membership meeting in Piney Point, Md., it became increasingly obvious that each of them has found a home with the SIU.

Typically, graduation speeches from recertified stewards and bosuns include personal insights about different aspects of union membership and life as a mariner. Last month was no exception, as the stewards encouraged unlicensed apprentices who attended the meeting and also thanked fellow members and SIU officials for keeping the union strong.

Completing the four-week recertification course were **Jim Battista, Florencia Farquhar, Fernando Guity, Jose Guzman, Tommy Kleine, Mary Lou Smith, Steve Valencia** and **Donald Williams**. The class is considered the top steward-department curriculum available at the Paul Hall Center.

"The thing that keeps us doing our jobs is to do a little more than expected every day and take pride in our work," noted Battista, who joined the union in Piney Point in 1999. "I always encourage new recruitment and upgrading to all parties with interest. It is a great career and a huge opportunity to be part of a great American tradition."

He added a welcome to new union members who are in training for jobs aboard NCL America cruise ships. "NCL America is part of this growing union, an addition to our family," Battista stated. "The more ships we have, the more jobs we have."

Guzman was born in Honduras and first shipped in 1979, aboard foreign-flag vessels. "I joined the best maritime union on the globe, which is the SIU, in 1990 in Houston," he recalled. "Since then, my life has changed for the better. I give thanks to the SIU officers and staff of this school for the good jobs they are doing."



With an unprecedented emphasis throughout the industry on ship-board security, small arms training is more valuable than ever. At right, taking aim on the range are Tommy Kleine and Florencia Farquhar, under the guidance of Instructor Stanley Boothe. Above, Donald Williams does the same.

Speaking to the apprentices, Guzman said, "Study hard, use the school, work hard and work as a team. When you're on a ship, listen to your supervisors and we'll have answers for you."

Williams jokingly told the membership that he was so happy to graduate, he was tempted to break-dance.

Turning serious, he said, "I thank our officials and the school—you've been great to me and helped me. I don't know where I'd be without you. I've been doing this job for 25 years and loved every year. You can't find better friends. This is our family."

Farquhar offered similar sentiments, recalling that her introduction to the union in 1990 and subsequent first voyage aboard the Long Lines laid the foundation for "a stable future for my family."

She advised the apprentices to "work hard, achieve your life's goals and enjoy."

Guity said the SIU "changed my life 180 degrees. I will always thank this organization for making me the person I am today. And in our president's famous words, it's all about jobs, jobs, jobs. Well, we've got jobs. Thank you, (SIU President) Mike Sacco."

Guity, who joined the union in 1992, also thanked the Paul Hall Center instructors and staff "for helping me and so many others. This is a great school for those who want to get ahead in life."

Smith joined the SIU in 1992 in Honolulu. She said she feels a bond with the union's officials, symbolized during a mid-1990s rally for the United Farm Workers in California. "We were trying to help them organize strawberry pickers," Smith remembered. "Midway through the march, I looked up and Mike Sacco was on my left. I was proud to see him do that, and I know our officials are with us all the way."

Kleine said that, like his classmates, he learned a lot during the course and looked forward to "sharing the knowledge acquired with members on ships."



Recertified stewards and SIU officials are pictured at the Paul Hall Center following last month's membership meeting. Standing left to right are SIU VP Joseph Soresi; Seafarers Jim Battista, Jose Guzman and Fernando Guity; SIU President Michael Sacco; Jessica Farquhar and her mother, Seafarer Florencia Farquhar; Seafarers Tommy Kleine, Steve Valencia and Mary Lou Smith; Paul Hall Center VP Don Nolan; Seafarer Donald Williams; and SIU VP Augie Tellez.

He took particular interest in the SIU's political efforts, "learning about the union's role in Washington and how as union members we can help create a positive image. I now see how much work is involved in putting me on a ship."

Kleine, who signed on with the SIU in 1983 in Honolulu, also urged fellow members to "let your port agent know you're willing to help when needed, whether it's a political campaign or a community project."

"I have trust in the union and I'm proud to be a member. I loved it from the minute I walked on to the *Independence*."

Valencia started his maritime career with the Marine Cooks & Stewards, which merged into the SIU in 1978. He expressed "profound appreciation" to Paul Hall Center Vice President Don Nolan and the school's staff.

He encouraged fellow Seafarers to contribute to the union's voluntary political action fund (SPAD).

Lastly, he told President Sacco, "Through your tireless commitment to this membership, you've made the SIU Number 1."

Like most Paul Hall Center courses, steward recertification blends hands-on training with classroom instruction. Topics and training components include communications, computer lab, first aid and CPR, fire fighting, small arms training, sanitation, international maritime conventions and more. Students also met with representatives of the union's contracts and communications departments, respectively, as well as with representatives from the Seafarers Plans.



Sampling their work are Jose Guzman (left) and Jim Battista.



Steve Valencia (left) and Tommy Kleine both said the recertification course will help them do a better job aboard ship.



Florencia Farquhar enjoys participating in the chili cook-off.



Mary Lou Smith and Fernando Guity concentrate in the galley.

LMSR Changeover Continues

Seafarers-contracted American Overseas Marine Corporation (AMSEA) in mid-April began operating two more LMSRs and was scheduled to take control of two others either late in the month or in early May.

SIU members climbed aboard the *USNS Seay* and *USNS Mendonca* in Philadelphia. Previously, Seafarers crewed up the *USNS Shughart* in Norfolk, Va.

The *USNS Benavidez* and *USNS Bob Hope* were scheduled for changeover in Violet, La. between late April and early this

month. The other four ships that are part of this contract award from the U.S. Military Sealift Command—the *USNS Yano*, *USNS Fisher*, *USNS Brittin* and *USNS Pililaau*—are slated for turnover throughout June.

LMSR stands for large, medium-speed, roll-on/roll-off vessel. The aforementioned ships are among 19 such vessels operated by MSC, including 15 new builds and four converted vessels.

MSC's acquisition of those ships resulted from a federally ordered study by the Joint Chiefs of Staff following the Persian Gulf War. The study pointed out America's urgent need for greater sealift capacity to carry military equipment and supplies during wartime and other national contingencies.

According to MSC, all of the LMSRs "have been prime movers of U.S. military equipment during Operations Enduring Freedom and Iraqi Freedom."



Chief Cook Anna Alexander
USNS Shughart



AB Michael Proveaux
USNS Shughart



Chief Steward Earl Castain
USNS Shughart



Right: Bosun Dave Marks
(left) and STOS John Frey
USNS Shughart



QMED John Hoskins is part of the crew aboard the *USNS Shughart*, one of nine LMSRs under contract to AMSEA.

Pollution Cases Yield Record Fine, Prison Time

One of the world's largest container shipping lines, along with the chairman and owner of a prominent American-based ocean transportation company recently were disciplined in separate federal cases involving the deliberate dumping of oil pollutants into the ocean from ships.

In the first litigation, Evergreen International on April 1 in Los Angeles pleaded guilty to secretly dumping waste oil from one of its container ships. Under the terms of a plea agreement, the company will pay \$25 million in fines, the largest-ever amount for a case involving deliberate vessel pollution. Evergreen also pleaded guilty to felony charges brought in Los Angeles; Newark, N.J.; Portland, Ore.; Seattle; and Charleston, S.C.

The other case involved Rick Dean Stickle, the chairman and owner of Cedar Rapids, Iowa-based Sabine Transportation Company. Stickle on April 1 was sentenced to 33 months in prison after being found guilty of ordering the illegal dumping of 440 tons of oil-contaminated grain into the ocean from the *SS Juneau*, a Sabine tanker. He also was found guilty of the obstruction of an investigation conducted by the U.S. Coast Guard (USCG) and Department of Agriculture. The sentence was imposed by U.S. District Court Judge Alan S. Gold in Miami, Fla. Judge Gold also imposed a \$60,000 criminal fine on Stickle.

Evergreen Pleads Guilty

Evergreen pleaded guilty to 24 felony counts and one misdemeanor—five counts from each federal district involved in the case—for concealing the deliberate, illegal discharge of waste oil and for a negligent discharge in the Columbia River. The charges included making false statements, obstruction of USCG inspections, failing to maintain an accurate Oil Record Book, and one negligent violation of the Clean Water Act relating to the discharge in the Columbia River.

Following the guilty pleas, U.S. District Judge Terry J. Hatter, Jr. ordered the company to pay \$25 million to be divided equally among the five judicial districts involved.

Of this amount, \$10 million will be directed to environmental community service projects in each district.

"The deliberate and purposeful pollution of our oceans and America's waterways must be met with strict enforcement," said Deputy Attorney General James Comey. "This penalty has secured justice against Evergreen and provided a victory for all Americans who enjoy and respect our environment."

Engine room operations on board large oceangoing vessels generate large amounts of waste oil. International and U.S. law prohibit the discharge of waste oil without treatment by an oil water separator—a required pollution prevention device. The law also requires all overboard discharges be recorded in an Oil Record Book, a required log which is regularly inspected by the USCG. In May 2001, the USCG discovered Evergreen was using bypass pipes aboard their ships to illegally discharge waste oil into the ocean without treating it in an oil-water separator. The discharge of oil and other toxic petroleum-related wastes can cause significant harm to marine life.

The investigation of Evergreen ships and companies began in March 2001 after the discovery of some 500 gallons of oil in the Columbia River near Kalama, Wash. Through vessel traffic reports and oil samples, the USCG traced the spill to the *Ever Group*, a container vessel managed by Evergreen Marine (Taiwan) Ltd., which had negligently discharged the oil. On May 14, 2001, the Washington State Department of Ecology (WDOE) discovered a bypass pipe used by crew members on another Evergreen vessel, called the *Ever Given*, to illegally discharge waste oil into the ocean.

The violations on these two vessels led the USCG to conduct "Priority One" inspections of other vessels owned, operated or affiliated with Evergreen in various United States ports. The federal investigation, conducted with the assistance of the WDOE as well as the EPA's Criminal Investigations Division and the Federal Bureau of Investigation, revealed that at

least seven Evergreen ships (*Ever Group*, *Ever Given*, *Ever Dainty*, *Ever Refine*, *Ever Gleeful*, *Ever Laurel* and *Ever Reward*) regularly and routinely used bypass equipment to discharge oily waste and sludge oil while circumventing required pollution prevention equipment and concealing the discharges in fictitious logs which it knew were inspected regularly by the USCG.

In a factual statement filed by the court, Evergreen admitted that it knew the fictitious logs were regularly inspected by the USCG. During a 3½ year period, Evergreen discharged waste oil and sludge through bypass equipment and without the use of required pollution prevention equipment from certain ships, with the knowledge that this pollution violated international law.

"Evergreen illegally discharged waste oil and then attempted to conceal its actions, thereby compounding its crimes," said Thomas V. Skinner, EPA's Acting Assistant Administrator for the Office of Enforcement and Compliance Assurance. "This guilty plea sends a clear and strong message to shipping companies: they will pay a heavy price if they intentionally violate our nation's environmental laws."

Four related Evergreen companies—Evergreen Marine (Taiwan), Evergreen America, Greencompass Marine, S.A., and Evergreen International, S.A.—will be bound by a detailed Environmental Compliance Plan to prevent future violations as a condition of probation. Under the terms of the proposed plan, Evergreen will need to secure every overboard valve and flange with numbered tags and make other hardware changes to make bypassing more difficult. The compliance plan also requires that Evergreen ships visiting the United States be audited by an outside firm which will be reviewed by a special court appointed monitor.

Chairman Sentenced

A U.S. District Court in Miami on April 1 passed sentence on Sabine Chairman and CEO Stickle, according to the Department of Justice and the Environmental Protection Agency (EPA). Stickle received jail time

and a criminal fine following a five-week jury trial.

The government's investigation began when the *SS Juneau* arrived in Portland, Ore., following an overseas voyage. Crew members alerted USCG personnel that a diesel oil leak in one of the *Juneau's* main cargo tanks was discovered while the humanitarian shipment of grain was being off-loaded in Bangladesh in December 1998. Approximately 440 metric tons of wheat became saturated with the oil and was rejected by Bengali authorities.

During the following month, while the ship was in Singapore, company officials and vessel officers discussed various ways of off-loading the cargo legally, but this option was ultimately rejected by Stickle as too expensive, according to the evidence introduced during the trial. Instead, Stickle and other company officials intentionally misled USCG officers in Singapore and Portland by failing to disclose the true nature of the contaminated residue and seeking authorization to discharge the residue at sea by mischaracterizing the waste's true nature.

Although concealed from the USCG at the time, Stickle and other Sabine executives had decided to retain 15 Bulgarian nationals to board the *SS Juneau* in Singapore and directly discharge the contaminated wheat into the ocean during the return voyage to the United States. During the first week of February 1999, the crew members of the *SS Juneau* dumped the 440 tons of diesel-saturated wheat directly into the South China Sea and lied to USCG officials and agents for Cooperative for Assistance and Relief Everywhere (CARE) to hide the illegal dumping.

Sabine Transportation previously pleaded guilty to violations of the Act to Prevent Pollution from Ships and paid a \$2 million criminal fine. Stickle was the chairman of Sabine and owner of all of the company's ships and more than 10 other related companies. Four others have been convicted in related prosecutions, including Michael R. Reeve, a former president of Sabine.

AT SEA . . .



Left: Representatives from the administration, Congress, the military and the labor movement were present at the recent meetings of the Maritime Trades Department, AFL-CIO executive board in Las Vegas. With SIU VP Augie Tellez (left) is Lt. Col. Scott Lofreddo, aide-de-camp to the commander, TRANSCOM (Army).



Brother Michael Drost made his final voyage Dec. 16, 2004 when his ashes were scattered upon the waters by Chief Mate Daniel Todd. Officers and crew members from the *Midnight Sun* were in attendance at the burial service, which was conducted by Capt. Dan Severion and SA Thomas Curley and included prayers and a poem. The ship's whistle sounded three prolonged blasts as the ashes were spread into the ocean at latitude 52-24 north and longitude 123-40 west. Drost, who joined the SIU in 1999 and worked in the engine department, died Nov. 8, 2004 at the age of 37.

. . . AND ASHORE . . .



Recertified Steward Luis Escobar (left) and Samuel Johnson hold the catch of the day aboard the *Brenton Reef* as the vessel continues on a coastwise run.



Left: SIU boatmen at Crescent Towing in Alabama recently completed security awareness training provided by the Paul Hall Center for Maritime Training and Education. The course was conducted at Crescent facilities in Mobile. Among those taking the class and pictured at left were Deckhand David Bender, Deckhand Patrick McKibbon, Deckhand Steve Woods, Captain Ronnie Walker, Deckhand Paul Roach, Engineer Roy Saranthus Sr. and Captain Chris Walker.

. . . WITH THE SIU



March 11 was membership meeting day in the port of Algonac.

Aboard the *Cleveland*, GSU Alfonso Hernandez (right) cuts the cake celebrating his 70th birthday. The vessel was in Monrovia, Liberia on that February day. Sharing in the festivities (below) are some of his shipmates, including Chief Steward Miguel E. Vinca (who sent these photos to the LOG) and GSU Ehab Ghali.



Houston Patrolman Michael Russo recently visited with crew members on some of the vessels in the area. In the photo at left, he is flanked by Deckhand Gus Leday II and QM Jason Lee aboard the Seabulk tug *Goliath*. Above, Russo (right) is present at the payoff on the *Brenton Reef*. In the photo at right, he poses on board the *Crowley Mariner* with Chief Engineer Gary Avery and AB Darrel Koonce.



Mealtime Aboard The Seabulk Arctic

As the SIU-crewed *Seabulk Arctic* makes regular calls at refineries along the coasts of Alaska, Hawaii and Washington, mealtimes are always a welcome respite from all the hard work—and Recertified Steward **Alan Bartley** and Chief Cook **Evelina Barnes** and their steward department crew do not disappoint.

Owned and operated by Seabulk International Inc., the 601-foot double-hull vessel has a capacity of 342,000 barrels of crude oil and other petroleum products. Seven grades of cargo can be loaded or discharged simultaneously, and the system is capable of a complete vessel discharge in 20 hours.

Formerly known as the *HMI Cape Lookout Shoals*, the *Seabulk Arctic* operates under the Jones Act, the 1920 cabotage law that protects U.S. national and economic security by stipulating that domestic waterborne commerce take place on vessels owned, built, flagged and manned in the U.S.

The photos of crew members appearing on this page were sent to the *LOG* by Chief Pumpman **Salome Castro**.



GVA Rolando Alonzo



Chief Pumpman
Salome Castro



AB Christopher Nichols



AB Victor
Kistanov



Recertified Steward
Alan Bartley



Right:
OMU Ole Olesen



AB George Lubialuli



AB Toribio Valentin



AB Modesto Rabena



Chief Cook Evelina Barnes



Left: Wiper Fathi Almuraisi



Right: Bosun Juan
Castillo (left) and
an unidentified
person with the
catch of the day.



Labor Briefs

Bill Would Stop Currency Manipulation

The U.S. government must stop China's illegal currency manipulation, AFL-CIO Secretary-Treasurer Richard Trumka said April 7 at a Capitol Hill press conference in support of the Chinese Currency Act of 2005.

Chinese currency manipulation has led to record U.S. trade deficits with China and contributes to the loss of millions of U.S. manufacturing jobs, according to the AFL-CIO. The bipartisan bill, introduced by U.S. Reps. Tim Ryan (D-Ohio) and Duncan Hunter (R-Calif.) with 14 co-sponsors, would define currency manipulation as a violation of existing U.S. trade laws and World Trade Organization rules.

For 10 years, China has artificially pegged its currency at about 8.28 yuan to one U.S. dollar rather than letting the international financial markets set the exchange rate, Trumka noted. Such undervaluing of its currency gives China an unfair advantage in the international marketplace and the ability to undercut U.S. manufacturing by exporting, on a large scale, products that previously were produced in America.

NJ Law Bans Offshoring

By a 68-5 vote, the New Jersey state assembly approved legislation on March 14 banning the offshoring of state jobs, the Washington Alliance of Technology Workers (WashTech), a Communications Workers local for information technology professionals, reports. The legislation previously passed the state senate.

WashTech, which represents some information technology workers in the Garden State, lobbied hard for the legislation after state officials first disclosed, several years ago, that a firm hired to handle communications with low-income aid recipients had offshored the work to India. Under pressure that decision was reversed, with the work being transferred back to New Jersey—but WashTech wanted to make sure it did not happen again. "More successes are possible if we can get more people involved and taking action," the union said in a prepared statement. "If we have a few hundred people in each state committed to improving the laws for tech workers, bills like the one in New Jersey can pass in other states."

Negotiations Are a Hit

Press Associates recently reported that when it comes to putting one's union bargaining expertise to good use, Communications Workers District 2 Organizing Coordinator Richard Verlander has a tale to tell.

Apparently, talks hit a wall between labor—the player agents for his son, pitcher Justin Verlander—and management, also known as the Detroit Tigers. So the senior Verlander, whose son was the team's top draft pick in 2004, stepped in, to Tiger management's surprise.

Verlander drew on his negotiating experience, including years as Local 2201 president, to break the logjam. He said that when impasse looms, "It's time for the parties to reach out personally. If (CWA President) Morty Bahr can call the CEO" in bargaining over a telecommunications contract, then "I can call the Tigers." So he did. The results: a five-year contract befitting Justin, with a healthy bonus and union membership in the Major League Baseball Players Association.

Justin is a right-handed pitcher who played for Old Dominion University in Virginia. He has a 99-mph fastball and was the second overall pick in last year's draft.

New Reports Added to 'Paywatch' Site

Excessive CEO pay enriches corporate executives at the expense of working families' retirement savings, according to new reports on the Executive Paywatch website, www.paywatch.org, unveiled last month by the AFL-CIO. As part of a growing movement to reform executive pay, the website provides case studies on companies that rewarded CEOs with huge pay packages last year. It gives visitors tools to pressure companies to reform out-of-control CEO pay.

According to *The New York Times*, average CEO pay increased 12 percent in 2004 while the pay of workers increased 3.6 percent. Last year, the average CEO of a major corporation received \$9.84 million in total compensation.

"We have seen a tremendous amount of interest among workers in holding CEOs and their boards accountable," said AFL-CIO Secretary-Treasurer Richard Trumka. "They are rightfully outraged when they learn about jaw-dropping executive compensation packages. It's time to put the brakes on runaway CEO pay."

This year, union-sponsored pension plans have submitted over 140 shareholder resolutions on CEO pay reform.

Remembering Maida Springer-Kemp

Longtime civil and human rights activist Maida Springer-Kemp died March 29 in Pittsburgh at age 94. A member of the International Ladies Garment Workers Union (now UNITE-HERE), she was the first African American woman to represent the U.S. union movement internationally, promoting freedom of association in Asia, Africa and Latin America.

She was instrumental in creating an international labor program at Harvard University and establishing needlework training schools in East Africa. In her honor, the Garment Workers established the Maida Springer-Kemp Fund, which supports the needlework schools, provides scholarships for workers' children and gives women financial aid to start home-based enterprises.

To make a tax-deductible contribution to the fund, send a check payable to Solidarity Center Education Fund, to the Solidarity Center, Attn: Lourdes Kistler, 1925 K St., N.W., Suite 300, Washington, DC 20006-1105. Write "Maida Springer-Kemp" in the memo line of the check.

"Along with A. Phillip Randolph, she was a pioneer in supporting the development of trade unions in Africa," noted AFL-CIO President John Sweeney. "In the 1960s, she helped unite southern black and white workers, and in the 1970s she was vice president of the National Council of Negro Women. As an organizer and activist working for women, civil rights, labor and humanitarian causes, Kemp was a tireless voice for social justice. Working families will greatly miss her."

Unlicensed Apprentices Train Aboard the Pride of Aloha

After their initial 12-week curriculum at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.—in which they focus on maritime organization, basic seamanship, emergency action and social responsibility—unlicensed apprentices then move on to the second phase of their instruction. During this 12-week session, they focus their training on ship operations and maintenance while working on an actual vessel. The students serve in each of the different departments aboard ship and maintain a journal of their activities.



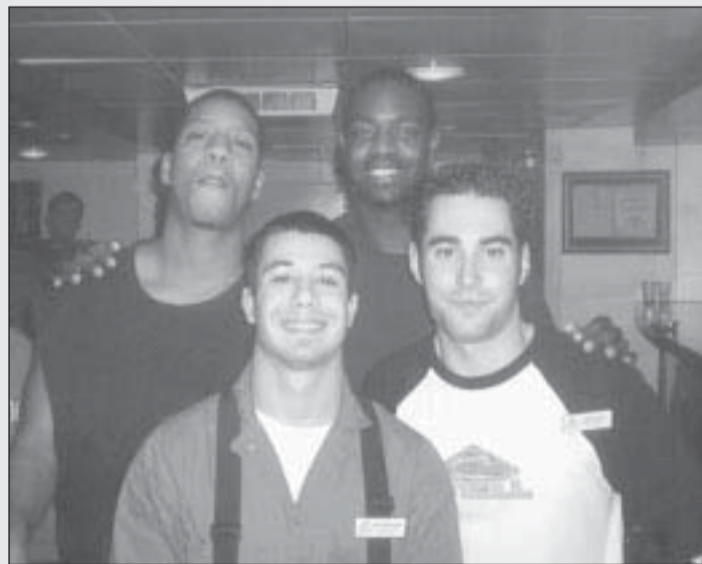
For some students in unlicensed trainee classes 658 and 659, Phase II found them aboard the SIU-crewed *Pride of Aloha* as it made its weekly trips around the Hawaiian islands.

According to **Jon Silveira**, a member of class 658, his fellow classmates all did a great job aboard the NCL America cruise ship.

Silveira, who is from Taunton, Mass., has since returned to the Paul Hall Center to complete the third phase of the program, which includes specialized department-specific training. He sent the *Seafarers LOG* the three photos appearing on this page that contain himself and his shipmates.



Working in the butcher shop requires sharp skills, as Steven Hurden finds out during his rotation in the steward department.



Receiving shipboard training aboard the *Pride of Aloha* are members of unlicensed apprentice class 658. From the left are Calvin Andrews, Anthony Roca, Terry Hester and Jon Silveira.



Participating in the weekly lifeboat and safety drills is part of the instruction for crew members and passengers alike. From the left are Kyle Parson, Jon Silveira and Karberto Ramos. Parson and Ramos are unlicensed apprentices from class 659.



NEW YORK

Seafarers Participate in



PHILADELPHIA



Seafarers John Chapin (left) and Paul Hart attend the conference in Philadelphia.



Family members were encouraged to attend the meetings. At the Philadelphia hall, Ellen Murphy (raising hand), wife of member James Murphy (to Ellen's left, wearing glasses), addresses the panel.



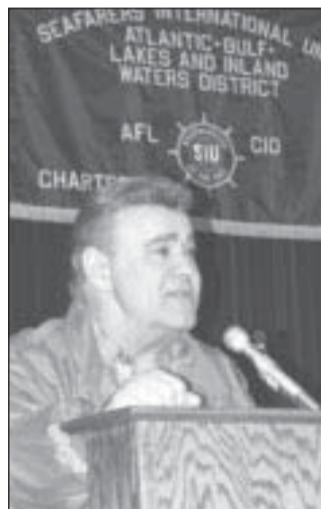
Recertified Bosun Greg White asks a question at the Norfolk hall.



SIU VP Contracts
Augie Tellez



SIU Secretary-
Treasurer David
Heindel



SIU President Michael Sacco discusses the nationwide escalation of health care costs.



QMED William Watterson (light shirt, standing with arms folded) is one of approximately 200 people who attended the conference in Norfolk.



Steward/Baker Joe Carrello makes a point at the conference in Norfolk.



At the Norfolk hall, Pensioner Ernest Binkley inquires about retiree benefits.



Seafarer Dave Vega was part of a strong turnout in Piney Point.



NORFOLK



PINEY POINT

Benefits Conferences

Hundreds of Seafarers, pensioners and their families last month turned out for Seafarers Health and Benefits Plan (SHBP) conferences in Piney Point, Philadelphia, Brooklyn and Norfolk.

Additional conferences were scheduled for late April (too late for this edition of the *LOG*) in Wilmington, San Francisco, Tacoma, Houston, New Orleans and Jacksonville.

During the meetings, Plans spokespersons announced and reviewed adjustments approved by the trustees to the costs of various SHBP coverages. The details, most prominently including deductibles and co-payments, also are spelled out in a letter that was scheduled to be mailed by May 1 to individual SHBP participants.

Unlike for most people with health insurance—not to mention the more than 45 million Americans with no coverage whatsoever—there still is no out-of-pocket cost for Seafarers to simply maintain their coverage through the SHBP. Further, nationwide, eligible Seafarers are in a small minority who don't have to pay all or part of the premiums for dependent coverage.

A sizeable portion of the conferences



Addressing SHBP participants and guests in Piney Point, Md. are (from left) Carolyn Gentile, counsel to the Seafarers Plans; Matt Castrovinci and Basil Castrovinci, actuaries for the Plans; and Colleen Baker, representative from First Health Network.

consisted of question-and-answer sessions between Seafarers, pensioners and their families and the SHBP panelists. The latter group included Carolyn Gentile, counsel to the Seafarers Plans; Bill Dennis, Plans administrator; Basil Castrovinci and Matt Castrovinci, actuaries for the Plans; and Colleen Baker, representative from First Health Network.

SIU officials also participated in the conferences, including President Michael Sacco, Executive Vice President John Fay, Secretary-Treasurer David Heindel,

Vice President Contracts Augie Tellez, Vice President Government Services Kermet Mangram and Vice President Atlantic Coast Joseph Soresi.

During the early moments of the first conference, which took place April 4 at the Paul Hall Center, Gentile stated that the current challenges faced by the Seafarers Health and Benefits Plan are nothing short of a fight for survival. She also reviewed the Plan's history, which dates to 1950.

Throughout that conference and the

others, participants examined the Plan's current structure and how it operates; discussed the health care crisis from a national perspective; and talked about the importance of being "educated consumers" when it comes to health insurance.

One point that resonated with rank-and-file members is that the root of the problem is "cost shifting"—health care providers trying to compensate for covering the uninsured. The SHBP, for example, recently has flagged hospital bills that attempted to charge the Plan \$14,000 for four bottles of water, and another that attempted to charge \$400,000 for a \$43,000 pacemaker.

Similarly, the SHBP is battling against annual double-digit increases in the cost for health care, including prescription drugs, which are rising by 20 percent each year. The Plan's costs have increased 65 percent during the current standard contracts.

"We also work with other union health plans, and those plans face the same problems," stated Basil Castrovinci. "The Seafarers Health and Benefits Plan has fought off the rising costs longer than most."



Recertified Steward Bud Marchman, pictured in Norfolk, is among hundreds of Seafarers who participated in last month's initial conferences.



Pictured from left to right are Pensioner George Thompson (Norfolk), Seafarer Mike Kirby (Piney Point), AB Donald Hood and GUDE Fred Spencer (Norfolk) and Seafarer Nick Conway (Philadelphia).



Taking part in the Norfolk conference are (from left) Pensioners Lindsey Rhoades and Larry Combs, QMED Taylor Clear and AB/QMED Jim Buckowski.



SA Avis Hawkins arrives at the Norfolk conference.

Statements Sent to SMPPP Participants

The mailing of annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) to Plan participants was completed last month, according to SMPPP Administrator Bill Dennis.

Based on year-end reports received from Morgan Stanley Dean Witter, SMPPP investment manager, the Plan continues to perform well despite ongoing market volatility. Interest earned on the accounts during 2004 was 6.5 percent; the total amount in all accounts was more than \$27.4 million.

The SMPPP originated in 1996, as the SIU successfully negotiated the new benefit into the standard freightship and tanker agreements. The SMPPP subsequently has been included in other SIU contracts.

Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members may make voluntary contributions to their respective accounts through a Vacation Plan deduction.

The SMPPP is completely separate from a member's defined benefit pension. Under the SMPPP, a Seafarer is immediately vested from

the first day money is received on his or her behalf. Unlike the Seafarers Pension Plan, there is no minimum amount of seetime needed to receive the money from an SMPPP account.

Seafarers can collect the funds from their SMPPP account when they reach retirement age, become totally and permanently disabled, or leave the industry. Widows/widowers may collect the funds in the event of their spouse's death.

The annual statements include the following information:

- Member's name, address and Social Security number (which is also the participant's account number);
- Statement date;
- The opening balance for 2004 (which was the year-end 2003 closing balance);
- Interest earned and administrative expenses charged;
- Any payouts made to the member in 2004; and
- The closing balance for 2004 (which will appear as the opening balance on next year's annual statement).

NMU PENSION & WELFARE PLAN NMU VACATION PLAN

Trustee, Administration and Summary of Material Modifications for the Year 2004

THE BOARD OF TRUSTEES – Co-Chairmen NMU Pension & Welfare Plan and NMU Vacation Plan

EMPLOYER TRUSTEES

Thomas Murphy, President
Marine Personnel &
Provisioning Inc.
1083 N. Collier Blvd, PMB #387
Marco Island, FL 34145
(941) 393-0435

UNION TRUSTEES

René Lioeanjie, Vice President-at-Large
Seafarers International Union of N.A.
AGLIWD/NMU
5201 Auth Way
Camp Springs, MD 20746
(301) 899-1878

AMENDMENTS & OTHER ITEMS

NMU Pension Plan, Annuity Plan and 401(k) Plan:

During 2004, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Clarified that a full-time officer or employee of the Union after March 31, 1988 is considered to be in Covered Employment, however, such full-time officer or employee is not eligible for the accrual of Pension Credits.
2. Provided the addition of the phrase, "*or successor plan*," to the appropriate sections where the NMU Welfare Plan is indicated.
3. Provided an actuarial increase for delayed pensions.
4. Provided the addition of a new subsection (D) to Section 16.7 which states that an Eligible Employee shall be credited with Vesting Service Credit on or after January 1, 2001 for any employment with an employer who is a signatory to a collective bargaining agreement with the Seafarer's International Union.
5. Provided for a 2 percent increase at December 31, 2004 for Participants active in 2005.
6. Amended the language in Section 18.4, Return to Covered Employment, to read, "Covered by a collective Bargaining agreement with the Union."

NMU Welfare Plan:

During 2004, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Amended the amount of time for an eligible Employee who becomes unfit for sea duty to be on Disability.

The NMU Welfare Plan merged into the SIU Health and Benefits Plan/Level N effective June 1, 2004.

NMU Vacation Plan:

There were no changes in plan benefits in 2004.

ADMINISTRATOR

William J. Dennis
NMU Benefit Plans
360 West 31st Street, 3rd Floor
New York, NY 10001-2727

CIVMAR Briefs

CMPI 610 Update

The union has received many questions concerning CMPI 610 negotiations. As previously reported, as part of the negotiation process the union submitted extensive questions to MSC at the end of November 2004. Since that time, the union has contacted MSC on several occasions requesting the status of the responses to these questions. Union representatives have been told that MSC is working on these responses. No further information about a response date was provided by MSC representatives.

Credit Reports

As background checks for merchant mariner documents and jobs aboard military and privately contracted vessels become more detailed and specific, it is important to know what information centralized reporting companies have collected about one's work, medical and insurance history. This information is also crucial to ensure that one hasn't become a victim of identity theft.

Under the Fair and Accurate Credit Transactions Act of 2003 everyone is entitled to get a credit report free of charge once a year. Additionally, individuals are entitled to specialty consumer reporting agency reports. These reports are available free of charge once a year.

The three major credit reporting companies are Equifax, Experian, and TransUnion. Under the law these companies are required to allow individuals through central source to get credit reports. The telephone number to request your reports is 1-877-322-8228. The web site is www.AnnualCreditReport.com.

In addition to one's credit reports, an individual also may obtain information from the MIB Group, which collects medical information. According to the MIB Group web site, their "records include medical conditions represented by one or more of about 230 codes. Conditions most commonly reported include: height and weight, blood pressure, ECG readings, and laboratory test results if, and only if, these facts are considered significant to health or longevity. There are only a few non-medical codes relating to information that could impact health or longevity including: an adverse driving record, participation in hazardous sports, or aviation activity."

The organization also notes that it will not have a person's record if he or she hasn't applied for individually underwritten life, health, or disability insurance during the preceding seven years.

MIB records may be requested at www.mib.com or by calling 1-866-692-6901. For a report containing one's insurance history, contact ChoicePoint at www.choicetrust.com or call 1-866-312-8076.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2005

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	6	1	0	2	0	1	2	8	1
Anchorage	0	3	3	0	2	0	0	0	7	7
Baltimore	6	6	2	7	4	0	1	10	7	4
Guam	3	6	2	0	1	1	0	4	11	3
Honolulu	13	4	1	6	8	1	3	13	6	1
Houston	24	18	21	21	19	10	10	46	31	36
Jacksonville	27	37	20	18	21	5	16	60	62	34
Joliet	0	2	2	0	0	0	0	0	2	3
Mobile	10	10	4	7	2	3	4	15	18	6
New Orleans	16	18	10	18	11	5	6	30	24	25
New York	25	25	14	25	12	5	9	49	42	35
Norfolk	18	17	8	3	8	4	6	24	30	14
Philadelphia	4	4	2	3	2	0	1	8	6	5
Piney Point	0	7	1	0	16	1	1	1	8	1
Puerto Rico	6	6	0	5	4	0	2	9	24	2
San Francisco	23	9	1	17	8	2	10	36	15	7
St. Louis	1	5	4	0	5	0	1	2	5	5
Tacoma	29	32	21	26	27	10	20	52	44	33
Wilmington	24	23	11	15	15	6	16	34	35	18
Totals	230	238	128	171	167	53	107	395	385	240
ENGINE DEPARTMENT										
Algonac	0	0	2	1	0	1	0	0	0	3
Anchorage	0	3	1	0	2	0	0	0	2	1
Baltimore	1	6	0	6	1	1	1	3	7	1
Guam	2	2	0	1	2	0	0	2	4	0
Honolulu	6	4	1	5	3	0	2	9	10	3
Houston	10	12	7	5	8	5	3	17	16	7
Jacksonville	13	20	12	15	7	2	8	28	35	19
Joliet	0	0	1	0	0	0	0	0	1	1
Mobile	8	5	1	4	3	1	1	16	5	2
New Orleans	5	8	4	8	5	1	7	13	17	6
New York	13	10	10	9	4	2	5	22	23	16
Norfolk	7	12	4	4	10	3	1	16	18	3
Philadelphia	2	2	0	1	4	0	2	5	2	0
Piney Point	3	2	2	2	0	1	1	2	3	1
Puerto Rico	0	6	0	2	0	0	1	3	10	2
San Francisco	12	7	1	7	4	2	4	16	9	2
St. Louis	2	3	0	0	0	1	0	2	3	1
Tacoma	10	19	4	11	16	2	7	10	25	8
Wilmington	11	8	5	3	6	4	2	15	15	7
Totals	105	129	55	84	75	26	45	179	205	83
STEWARD DEPARTMENT										
Algonac	0	1	1	1	0	0	0	0	1	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	3	0	2	1	0	1	5	6	0
Guam	1	0	0	0	0	0	0	2	2	0
Honolulu	13	5	1	6	4	0	6	14	10	1
Houston	13	5	4	6	2	1	4	31	9	7
Jacksonville	12	15	7	13	11	0	3	29	30	8
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	4	3	0	3	2	0	2	4	9	0
New Orleans	5	4	1	4	4	0	5	14	4	4
New York	18	9	3	11	3	0	6	32	13	4
Norfolk	13	12	4	8	8	3	4	16	20	5
Philadelphia	4	2	0	1	1	0	1	3	3	0
Piney Point	5	1	1	1	0	1	0	6	3	2
Puerto Rico	3	5	0	2	1	0	2	2	6	1
San Francisco	27	5	0	20	2	0	9	45	10	1
St. Louis	2	0	1	1	2	0	0	2	0	1
Tacoma	17	5	3	11	2	3	5	29	11	6
Wilmington	21	8	2	10	2	2	8	45	17	8
Totals	160	83	28	100	45	10	56	279	155	49
ENTRY DEPARTMENT										
Algonac	0	3	1	0	0	0	0	0	3	5
Anchorage	0	1	3	0	2	3	0	0	2	12
Baltimore	0	3	3	0	4	0	0	0	4	5
Guam	0	2	2	0	0	0	0	0	6	6
Honolulu	4	12	7	1	3	2	0	12	19	15
Houston	5	18	20	5	4	3	0	4	29	35
Jacksonville	3	15	18	2	11	5	0	7	27	43
Joliet	0	1	1	0	0	0	0	0	1	1
Mobile	1	3	1	0	3	0	0	2	13	3
New Orleans	2	9	10	1	3	0	0	6	14	20
New York	5	30	34	3	16	5	0	11	60	69
Norfolk	0	14	18	0	7	2	0	0	17	28
Philadelphia	0	1	2	0	0	0	0	0	1	3
Piney Point	0	6	19	0	9	13	0	0	14	18
Puerto Rico	1	2	2	0	0	0	0	4	3	3
San Francisco	4	13	10	2	9	3	0	5	18	20
St. Louis	0	0	0	0	1	0	0	0	1	0
Tacoma	5	17	20	6	10	5	0	6	29	36
Wilmington	4	6	11	2	2	5	0	4	13	25
Totals	34	156	182	22	84	46	0	61	274	347
Totals All Departments	529	606	393	377	371	135	208	914	1019	719

*"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.

June & July 2005 Membership Meetings

Piney Point	Monday: June 6 Tuesday: July 5*
	(*change created by Independence Day holiday)
Algonac	Friday: June 10, July 8
Baltimore	Thursday: June 9, July 7
Boston	Friday: June 10, July 8
Duluth	Wednesday: June 15, July 13
Guam	Thursday: June 23, July 21
Honolulu	Friday: June 17, July 15
Houston	Monday: June 13, July 11
Jacksonville	Thursday: June 9, July 7
Joliet	Thursday: June 16, July 14
Mobile	Wednesday: June 15, July 13
New Orleans	Tuesday: June 14, July 12
New York	Tuesday: June 7, July 5
Norfolk	Thursday: June 9, July 7
Philadelphia	Wednesday: June 8, July 6
Port Everglades	Thursday: June 16, July 14
San Francisco	Thursday: June 16, July 14
San Juan	Thursday: June 9, July 7
St. Louis	Friday: June 17, July 15
Tacoma	Friday: June 24, July 22
Wilmington	Monday: June 20, July 18

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

Personals

CHARLES NEIGEBAUER

Please contact your stepson Trevor at:
TrevorNeigebauer@aol.com

Coast Guard Regional Examination Centers

800 E. Diamond Boulevard Suite 3-227 Anchorage, AK 99515 Phone: (907) 271-6736	Claude Pepper Federal Bldg. 51 S.W. 1st Ave., 6th Floor Miami, FL 33130-1608 Phone: (305) 536-6548/6874
40 South Gay Street Baltimore, MD 21202-4022 Phone: (410) 962-5132	9820 Lake Forest Boulevard Suite P New Orleans, LA 70127-3077 Phone: (504) 240-7300
455 Commercial Street Boston, MA 02109-1045 Phone: (617) 223-3040	Battery Park Building 1 South Street New York, NY 10004-1466 Phone: (212) 668-7492
196 Tradd Street Charleston, SC 29401-1899 Phone: (843) 720-3250	6767 N. Basin Avenue Portland, OR 97217-3992 Phone: (503) 240-9346
433 Ala Moana Boulevard Honolulu, HI 96813-4909 Phone: (808) 522-8264	915 Second Ave., Room 194 Seattle, WA 98174-1067 Phone: (206) 217-6115
8876 Gulf Freeway, Suite 200 Houston, TX 77017-6595 Phone: (713) 948-3350	Oakland Federal Building North Tower 1301 Clay Street, Room 180N Oakland, CA 94612-5200 Phone: (510) 637-1124 Fax: (510) 637-1126 E-mail: recsfbay@d11.uscg.mil
2760 Sherwood Lane, Suite 2A Juneau, AK 99801-8545 Phone: (907) 463-2458	1222 Spruce Street Suite 8.104E St. Louis, MO 63103-2835 Phone: (314) 539-3091
1001 S. Seaside Avenue Building 20 San Pedro, CA 90731-0208 Phone: (310) 732-2080	420 Madison Ave., Suite 700 Toledo, OH 43604 Phone: (419) 418-6010
200 Jefferson Ave., Suite 1302 Memphis, TN 38103 Phone: (901) 544-3297	

Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Liocanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

MARCH 16 — APRIL 15, 2005

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	5	0	0	3	0	0	1	12	2	0
Houston	5	4	2	13	1	3	4	24	7	17
Jacksonville	2	2	0	4	2	0	2	12	3	0
New Orleans	4	0	4	2	1	0	2	14	5	22
New York	7	1	2	13	3	2	1	31	5	2
Norfolk	0	0	1	0	0	1	0	6	1	0
Tacoma	1	0	1	0	0	0	0	2	0	6
Wilmington	5	1	2	4	1	2	1	9	4	0
Totals	29	8	12	39	8	8	11	110	27	47
ENGINE DEPARTMENT										
Boston	9	1	0	4	0	0	0	7	1	0
Houston	5	0	1	8	0	2	1	13	1	11
Jacksonville	1	1	1	2	0	1	2	6	7	2
New Orleans	2	0	3	0	0	1	0	8	2	13
New York	4	5	4	7	2	4	3	8	4	1
Norfolk	1	0	0	1	0	0	0	2	0	1
Tacoma	0	0	2	0	0	1	1	1	0	1
Wilmington	2	2	0	4	1	0	2	6	1	0
Totals	24	9	11	26	3	9	9	51	16	29
STEWARD DEPARTMENT										
Boston	1	1	0	0	1	0	1	4	1	0
Houston	2	1	1	2	2	2	1	6	4	11
Jacksonville	3	1	1	2	1	0	3	9	4	2
New Orleans	1	0	0	2	1	0	0	5	0	15
New York	7	5	4	4	8	4	2	16	14	0
Norfolk	0	0	0	2	0	0	1	2	0	1
Tacoma	0	0	2	0	0	0	0	1	0	2
Wilmington	2	1	1	2	1	1	2	5	1	0
Totals	16	9	9	14	14	7	10	48	24	31
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	69	26	32	79	25	24	30	209	67	107

PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Emogene B. Schrum of Lincolnton, N.C. She is the widow of Recertified Bosun **Ray E. Schrum**, who died April 13, 2003 at the age of 74. The pictures were taken in Calcutta, India in 1966.

At far right is Schrum with **Bob Harwell**, who took the opportunity to see the sights of Calcutta during their time in port aboard the SS

Transeastern. The other photo is of a shark, caught during that nearly year-long voyage.

Brother Schrum started his SIU career in 1947 in Miami, Fla. He initially shipped aboard Moore-McCormack Lines' *Robin Gray*. Brother Schrum worked in the deck department, last sailing on the *Courier*. He began receiving his pension in 1986.



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



DEEP SEA



SILVESTRE BONGOLAN, 67, joined the SIU in 1981 in Honolulu. Brother Bongolan, who was born in

Pennsylvania, sailed in the steward department. He upgraded frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Bongolan's first voyage was aboard the *Independence*; his last ship was the *USNS Loyal*. He makes his home in Waipahu, Hawaii.

WILLIAM DOOLING, 64, became a Seafarer in 1963 in the port of Jacksonville, Fla. He sailed in both the engine and deck departments, most recently aboard the *USNS Antares*. Brother Dooling calls Starke, Fla. home.



NICHOLAS GAINES, 65, began his career with the SIU in 1986 in the port of San Francisco. Brother Gaines first shipped on the *USNS Harkness*. The steward department member was a frequent upgrader at the Paul Hall Center. Brother Gaines most recently worked on the *Mokihana*. Born in Colorado, he now lives in Los Angeles.



MATIAS GARCIA, 67, was born in Texas. Brother Garcia began his seafaring career in 1994 in the port of Houston, initially sailing on the *USNS Bellatrix*. He shipped in the deck department and enhanced his skills at the Seafarers-affiliated school in 1997 and again in 2000. A resident of Texas City, Texas, Brother Garcia last worked on the *Chemical Explorer*.

ERNESTO GUARIN, 65, joined the SIU in 1979 in New York. Brother Guarin was born in the Philippines.



He first sailed on the *Panama*. In 2001 he upgraded his skills in Piney Point, Md. The deck department member's last ship was the *Performance*. Brother Guarin makes his home in Makati City, in the Philippines.



JAMES HOLLAND, 65, hails from Buffalo, N.Y. Brother Holland joined the union in 1982 in the port of

Honolulu. His first voyage was on

the *Independence*; his last was aboard the *R.J. Pfeiffer*. Brother Holland upgraded his skills a number of times at the union-affiliated school in Piney Point, Md. The steward department member lives in Honolulu.

HELEN ISHIZAKI, 69, joined the SIU in 1992. Sister Ishizaki was a member of the steward department. Her first ship was the *Independence*. Sister Ishizaki upgraded her skills in Piney Point, Md. She most recently worked aboard the *Manukai*. Born in Holland, Sister Ishizaki now resides in Honolulu.



LEON LOHMAN, 65, commenced his career with the Seafarers in 1977 in New Orleans. Brother Lohman was born in Louisiana and sailed in the deck department. He completed bosun recertification training in 1990 at the Paul Hall Center. Brother Lohman initially went to sea on the *Manhattan*. His final voyage was aboard the *LNG Aquarius*. Brother Lohman lives in his native state in the city of Violet.

RICHARD LOVAAS, 65, joined the SIU in Detroit in 1966. Brother Lovaas shipped in the deck department in both



the Great Lakes and deep sea divisions. His first ship was the *Detroit Edison*. Brother Lovaas improved his skills at the Paul Hall Center in 2000 and again in 2002. Prior to retiring, he worked on the *CPL Louis J. Hauge Jr.* Brother Lovaas was born in Miami, Fla. He now resides in Ferndale, Wash.

LYNN MCGIVENS, 66, started his seafaring career in 1962. Brother McGivens was born in Louisiana and worked in the steward department. His first vessel was the *Overseas Ulla*; his last was the *USNS Bellatrix*. Brother McGivens makes his home in Marrero, La.



SPERO MOCHE JR., 58, hails from North Carolina. Brother Moche joined the Seafarers in 1970 in New Orleans. His first voyage was on the *De Soto*. Brother Moche, who was a member of the engine department, upgraded his skills frequently at the Paul Hall Center. Prior to retiring, he sailed on the *Commitment*. Brother Moche lives in Radford, Va.

DONALD MORGAN, 62, joined the SIU in 1967, initially shipping in the engine department aboard the *Steel Vendor*. He upgraded his skills frequently at the Paul Hall Center, attending the institution seven times during his career.



Brother Morgan was born in Baltimore, Md. and last shipped on the *Overseas Chicago*. He makes his home in Brinnon, Wash.

RICHARD PATUREL, 67, began his seafaring career in 1988 in the port of San Francisco. Brother Paturel's first ship was the *USNS Wilkes*, where he worked in the deck department. He attended the union-affiliated school often. Born in Auburn, Maine, Brother Paturel resided in San Francisco. He last worked on the *Horizon Trader*.



VERNER POULSEN, 70, joined the SIU in 1962 in Seattle. Brother Poulsen was born in Denmark and

shipped in the deck department. His earliest voyage was aboard the *Coeur D Alene*. Brother Poulsen enhanced his seafaring skills in 1974 and in 2002 at the Paul Hall Center. He resides in Tacoma, Wash.

MARTIN QADER, 64, was born Arabia. Brother Qader joined the union in 1979 in Norfolk, Va. The steward department member first sailed on the *Point Julie*. Brother Qader lives in New York and last went to sea on the *Seabulk Challenge*.

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.

RICARDO SANCHEZ, 65, became a Seafarer in 1977 in the port of Norfolk, Va. Brother Sanchez worked in the deck department and upgraded his skills at the Paul Hall Center. Born in Central America, his first ship was the *USNS Potomac*. Brother Sanchez's most recent voyage was aboard the *Maersk Colorado*. He is a resident of Humble, Texas.



CHRISTOS TSIPLIARES, 55, started shipping with the SIU in 1968 in New York. Brother Tsipliareles initially worked in the engine department aboard the *Galicia Defender*. He upgraded his skills at the Seafarers-affiliated school numerous times. A native of Greece, Brother Tsipliareles last worked aboard the *Sealand Pride*. He calls Virginia Beach, Va. home.



INLAND

JOHN BUNTING III, 56, began his seafaring career in 1989. Boatman Bunting worked for Crowley. Born in Philadelphia, he now calls Franklinville, N.J. home.

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

HAROLD JOHNSON, 66, joined the NMU in 1991 shipping



from the port of Wilmington, Calif. Brother Johnson was a member of the steward department. Born in Minnesota, he first sailed aboard the *Keystoner*. Brother Johnson's last voyage was aboard the *Cape Henry*.

RUFINO RIVERA, 70, was born in Puerto Rico. Brother Rivera began sailing with the NMU in 1966 from the port of New York. He first worked on the *Atlantic*. Prior to retiring, Brother Rivera shipped aboard the *American Lark*.



ANDREW WASHINGTON, 55, embarked on his NMU career in 1980 in Mobile Ala. Brother Washington's first

ship was the *Zoella Lykes*. He last sailed on the *Green Wave*. A member of the steward department, Brother Washington was born in Alabama.

NAME	AGE	EDP
Alvarez, Jose	63	March 1
Brown, Herman	64	April 1
Friedman, Mary	65	March 1
Green, George	62	April 1
Hendy, Sydney	72	April 1
Shurtleff, John	65	April 1

Reprinted from past issues of the Seafarers LOG.

1946

At the instigation of the SIU, representatives of all AFL maritime unions on the Atlantic and Gulf coasts met in New York on May 20. A resolution was adopted calling on the AFL Executive Council to establish a Maritime Trades Department within the American Federation of Labor. The purpose of this move was to ensure that unions allied in the marine industry would have the same kind of representation within the AFL as do the Building Trades Department and the Metal Trades Department.

1960

The revised Constitution of the SIU, Atlantic and Gulf District went into effect on Thursday, May 12 after being ratified by better than 90 percent of all the votes cast. A two-thirds vote was required to pass the amendments but this requirement was far surpassed. During the 30-day vote, 4,178 votes were cast in favor of the amendments and only 322 against. The name of the district union was changed and it is now the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District. This change in name was felt necessary by the fact that SIU-manned deep sea ships are participating in the Great

Lakes trade and seeking to establish subsidy operations out of the Lakes. Passage of the Landrum-Griffin Act required some modification of the Constitution as to qualifications and elective office, conditions of union membership and similar matters. The Constitution also provides for a monthly membership meeting system.

1993

Although U.S. armed forces have completed their formal withdrawal from Somalia, U.S.-flag merchant vessels—including four contracted with the SIU—still are providing support to U.S. and United Nations troops in the East African nation. Three Ready Reserve Force vessels—the

Gopher State, *Cape Henry* and *Rover*—as well as the fast sealift vessel *USNS Bellatrix* continue to provide food, ammunition and other materiel to U.S. soldiers stationed in Somalia as command of all foreign forces in the war-torn nation shifts to the United Nations.

The five-month U.S. military intervention in Somalia officially came under United Nations control on May 4.... With the changing of the flags, 3,625 U.S. servicemen were left behind in logistics and support roles. The SIU-crewed vessels will remain in support of these American troops until further notice.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

WIN CHAN



Brother Win Chan, 87, died Nov. 4. He joined the Marine Cooks & Stewards (MC&S) in the port of San Francisco.

Brother Chan was born in China and shipped in the steward department. He made his home in San Francisco and began receiving his retirement pay in 1970.

JOHN DAVIS



Pensioner John Davis, 74, passed away Jan. 13. Brother Davis became a Seafarer in 1967 in the port of San Francisco after serving in the U.S.

Army. He initially sailed aboard the *Fanwood*, working as a member of the deck department. Brother Davis was born in Cleveland, Ohio and resided in Port Saint Lucie, Fla. Prior to retiring in 1998; he sailed on the *LNG Leo*.

ROBERT DAWSON



Pensioner Robert Dawson, 88, died Dec. 30. Brother Dawson started his career with the MC&S in San Francisco after serving in

the U.S. Marine Corps. Born in Texas, the steward department member began receiving compensation for his retirement in 1976. Brother Dawson lived in Oakland, Calif.

ANTONIO GUILLEN



Pensioner Antonio Guillen, 85, passed away Jan. 12. Brother Guillen was born in Spain and embarked on his SIU

career in 1947 in New York. The deck department member first sailed with A.H. Bull Steamship Co. Brother Guillen went on pension in 1984. He called Woodside, N.Y. home.

EDDIE HERNANDEZ



Pensioner Eddie Hernandez, 80, died Jan. 13. The Puerto Rico-born mariner started his SIU career in 1951 in New York. Brother Hernandez first

sailed aboard the *Alamar*; his last voyage was on the *American Heritage*. A pensioner since 1985, he worked in the steward department and lived in San Juan, P.R.

WALKER LaCLAIR



Pensioner Walker LaClair, 83, passed away Feb. 17. Brother LaClair was a native of Wilmington, N.C. He joined the union in 1948 and sailed

in the deck department. Before retiring in 1986, Brother LaClair went to sea on the *Sugar Islander*. He made his home in Galveston, Texas.

NICHOLAS OPPEDISANO



Pensioner Nicholas Oppedisano, 85, died Jan. 7. Brother Oppedisano joined the SIU in 1950 in New York. He was a veteran of the

U.S. Navy. Born in Maine, Brother Oppedisano shipped in the deck department. Brother Oppedisano last sailed aboard the *Sea-Land Adventure*. A resident of Portland, Maine, he started receiving his pension in 1985.

SIXTO RODRIGUEZ



Pensioner Sixto Rodriguez, 92, passed away Jan. 19. He joined the union in 1939 in New York. Brother Rodriguez was born in Puerto

Rico and worked in the engine department. He began receiving compensation for his retirement in 1972. Brother Rodriguez made his home in Jersey City, N.J.

JAMES ROGERS



Pensioner James Rogers, 72, died Jan. 17. Born in Bethlehem, Ga., he started his SIU career in 1958 in New York. Brother Rogers worked

in the engine department. The U.S. Army veteran last went to sea aboard the *Integrity*. Brother Rogers retired in 1996 and resided in Shepherd, Texas.

HOWARD SCHNEIDER



Pensioner Howard Schneider, 87, passed away Feb. 9. Brother Schneider became a Seafarer in 1967 in Seattle after serving in

the U.S. Army. Brother Schneider worked in the steward department, first sailing on a Waterman Steamship Corp. vessel. Born in Chicago, he called Camano Island, Wash. home. Brother Schneider began collecting his pension in 1984.

JAMES SHEETS



Pensioner James Sheets, 74, died March 2. Brother Sheets began shipping with the SIU in 1947 in New York. He first sailed on the *Mobilian*

as a member of the deck department. Brother Sheets was born in Virginia and served in the U.S. Army. Before retiring in 1993, he went to sea aboard the *Edward A. Carter Jr.* Brother Sheets lived in Norfolk, Va.

FRANCISCO TIRADO



Pensioner Francisco Tirado, 72, passed away Jan. 25. Brother Tirado joined the SIU in 1962 in New York. His initial trip to sea was

aboard the *Overseas Ulla*. A native

of Puerto Rico, Brother Tirado shipped in the steward department, most recently sailing on the *Motivator*. He was a resident of Santa Isabel, P.R. and began receiving his retirement stipends in 1997.

CLARENCE WILLIAMS



Pensioner Clarence Williams, 77, died Feb. 1. He began his seafaring career in 1967 in the port of San Francisco, initially sailing

aboard the *Santa Mercedes*. Brother Williams, who was born in Louisiana, shipped as a member of the steward department. His last voyage was on the *Ewa*. Brother Williams began collecting his pension in 2002. He made his home in New Orleans.

LOYD ZIMMERMAN



Pensioner Loyd Zimmerman, 79, passed away Jan. 3. Brother Zimmerman joined the SIU in 1945 in New York. He was born in

Virginia and worked in the steward department. Brother Zimmerman's first trip to sea was aboard the *De Soto*; his last was on the *Santa Rosa*. Brother Zimmerman resided in his native commonwealth and went on pension in 1989.

INLAND

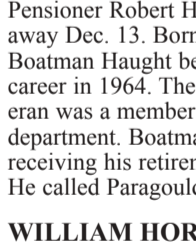
KENNETH ALEXANDER



Pensioner Kenneth Alexander, 55, died Jan. 2. Boatman Alexander started sailing with the Seafarers in 1978 in New Orleans. During

his career, he mainly worked on Crescent Towing of New Orleans boats. Boatman Alexander was born in New Orleans, La. and lived in Gretna, La. The deck department member retired in 1997.

ROBERT HAUGHT



Pensioner Robert Haught, 76, passed away Dec. 13. Born in Flora, Ill., Boatman Haught began his SIU career in 1964. The U.S. Army veteran was a member of the deck department. Boatman Haught started receiving his retirement pay in 1993. He called Paragould, Ark. home.

WILLIAM HORNER JR



Boatman William Horner Jr., 59, died Jan. 5. He started sailing with the SIU in 1964 from the port of Philadelphia after serving in the U.S. Coast

Guard. Boatman Horner was born in Maryland and shipped primarily on Maritrans vessels. The deck department member lived in Princess Anne, Md.

RONNIE JOHNSON



Pensioner Ronnie Johnson, 53, passed away Dec. 13. Boatman Johnson joined the ranks of the SIU in 1972 in

the port of Norfolk, Va. Born in Virginia, he sailed in the deck department. Boatman Johnson retired in 1996 and resided in his native commonwealth.

KEITH LOPER



Pensioner Keith Loper, 66, died Feb. 19. Boatman Loper became a Seafarer in 1965, joining in the port of Norfolk, Va.

The U.S. Army veteran initially worked on a Waterways Transportation vessel in the deck department. Boatman Loper was born in Ohio and lived in Plymouth, N.C. He went on pension in 1990.

LEONARD PAUL SR.



Pensioner Leonard Paul Sr., 70, passed away Dec. 20. He started his seafaring career in 1968 in the port of Norfolk, Va. Born in

Beaufort, N.C., Boatman Paul shipped in the engine department. His first trip to sea was aboard a Michigan Tankers vessel. Boatman Paul was a resident of Belhaven, N.C. He retired in 1995.

DEVAIN SARANTHUS



Pensioner Devain Saranthus, 63, died Dec. 3. Boatman Saranthus launched his SIU career in 1960 in the port of Mobile, Ala.

Born in Alabama, he sailed as a member of the deck department. A pensioner since 1996, Boatman Saranthus lived in Semmes, Ala.

RAYMOND TROSLAIR



Pensioner Raymond Troclair, 82, passed away July 14. Born in Louisiana, Boatman Troclair joined the SIU in 1962 after serving in

the U.S. Army. He sailed primarily aboard Dravo Basic Materials Co. vessels in the engine department. Boatman Troclair resided in Houma, La. and began collecting his pension in 1985.

STEVE WARFORD



Pensioner Steve Warford, 75, died Dec. 20. Boatman Warford joined the SIU in 1978 in the port of Wilmington, Calif. He worked primarily

aboard Crowley Towing & Transportation vessels as a member of the deck department. Boatman Warford started receiving his retirement compensation in 2001. The U.S. Army veteran was born in Arkansas and made San Marcos, Calif. his home.

GREAT LAKES

JOSEPH BAKER

Pensioner Joseph Baker, 76, passed away Dec. 17. Brother Baker hailed from Alpena, Mich. Prior to joining the Seafarers in 1960, he served in



the U.S. Army. Brother Baker sailed in the deck department, most recently aboard the *Paul H. Townsend*. He became a pensioner in 1988 and called Michigan home.

FRANCIS READ



Brother Francis Read, 63, died Nov. 7. He joined the SIU in 1990 in the port of Algonac. Brother Read's first ship was the *Kinsman*

Enterprise. The deck department member was born in Pennsylvania. Brother Read was a U.S. Navy veteran and last sailed on the *American Mariner*. He made his home in Echo Township, Mich.

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.

JAMES BISHOP



Pensioner James Bishop, 83, passed away Feb. 25. He joined the union in 1955. Brother Bishop first sailed from New York

aboard the *Chester O. Swain*. Born in Providence, R.I., he worked in the steward department and began receiving his pension in 1983. Brother Bishop's last ship was the *Keystone*.

MANUEL CARDONA



Pensioner Manuel Cardona, 89, died Feb. 21. Born in Puerto Rico, Brother Cardona became an NMU member in 1934. He

sailed in the steward department, first shipping from New Jersey. Brother Cardona started collecting retirement stipends in 1969.

RAFAEL DELGADO



Pensioner Rafael Delgado, 103, passed away Feb. 10. Brother Delgado joined the NMU in 1957. He sailed primarily aboard the

Independence. Brother Delgado was born in Salina, P.R. and went on pension in 1965.

JOHN FRUIK



Pensioner John Fruik, 63, died Feb. 9. He was born in Michigan and joined the NMU in 1972, sailing in the deck department. Prior to retiring in 1994,

Brother Fruik worked aboard the *Banner*.

Continued on page 20

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.

CHEMICAL EXPLORER

(Marine Transport), Feb. 6—Chairman **Marvin P. Zimbro**, Secretary **Christina A. Mateer**, Educational Director **Jeffrey T. Fields**, Deck Delegate **Timothy J. Jackson**, Engine Delegate **Anjwar D. Brooks**. Chairman announced payoff Feb. 8 in Los Angeles and informed crew that two new washers and dryers were on order. Educational director advised everyone to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestion made to lower age requirements for pension benefits and increase vacation days. Discussion held on whether crew fund should be used to pay for satellite TV. Next ports: Long Beach and Richmond, Calif.

COAST RANGE (Intrepid), Feb. 26—Chairman **Terry D. Cowans Sr.**, Secretary **Lanette A. Lopez**, Educational Director **Terry T. Smith**, Deck Delegate **Travis Stringer**, Engine Delegate **Scott S. Fuller**, Steward Delegate **Michael Todman**. Chairman reminded crew members not to go through payroll without patrolman present. He also suggested that everyone read *Seafarers LOG* to be better informed of current maritime and union issues.

Educational director talked with captain about having computers in crew lounge for e-mail. Educational director encouraged Seafarers to upgrade skills in Piney Point and check documents for expiration. Renewals take time, so do it early. Steward asked crew to clean rooms and get fresh linen before disembarking. No beefs or disputed OT reported. Suggestions made to reduce retirement age and increase medical benefits. Recommendations also given for contracts department to consider when negotiating new agreement. Vote of thanks given to steward department for great job.

EL MORRO (Interocean Uglund Mgmt.), Feb. 27—Chairman **Robert T. Grubbs**, Secretary **Michael M. Amador**, Educational Director **Fredrick W. Dougherty Jr.**, Deck Delegate **Jay P. Thomas**, Engine Delegate **Milton L. Israel II**. Chairman announced payoff Feb. 28 in San Juan, P.R. Secretary asked everyone to keep noise down in hallways as other crew members may be sleeping. Educational director emphasized importance of keeping all documents current and taking advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Crew suggested lowering seatime requirements for pension and requested copies of all plans' financial statements for 2004. Vote of thanks given to steward department for great food.

HORIZON DISCOVERY

(Horizon Lines), Feb. 20—Chairman **Patrick C. Ray Jr.**, Secretary **Joseph A. Laureta**, Educational Director **William Payne**, Deck Delegate **Roberto Flores**, Engine Delegate **Hector J. Ginel**, Steward Delegate **Jorge R. Salazar**. Chairman announced payoff Feb. 22 in Jacksonville, Fla. and noted

ship to stay on same run until July shipyard period. Educational director urged all members to take advantage of upgrading classes at Piney Point. No beefs or disputed OT reported. Crew was asked to help keep ship clean. Special thanks given to Steward Laureta and Chief Cook Salazar for exotic menus and good food.

INTEGRITY (Maersk Line Ltd.), Feb. 26—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Michael H. Dempster**, Engine Delegate **Gregorio A. Blanco**, Steward Delegate **Richard F. Oliva**. Chairman announced Maersk Line Ltd. to take over from USSM starting March 1. He reported pleasant voyage in all departments. Secretary thanked wiper for keeping SIU crew deck clean. No beefs or disputed OT reported. Suggestions made regarding lowering age required for pension benefits and increasing pension amounts. Steward department thanked for exceptional menu and fine food during voyage. Next ports: Charleston, S.C.; Houston, Texas.

LIGHTNING (Maersk Line Ltd.—formerly USSM's *Explorer*), Feb. 20—Chairman **Gerald Freeman**, Secretary **William R. Burdette**, Educational Director **Roger D. Phillips**, Engine Delegate **Lavell Williams**. Chairman reported smooth trip en route to payoff Feb. 27 in Balboa, Panama, thanks to great crew. Replacements for three crew members arrived in Kaohsiung, Taiwan. Educational director encouraged mariners to upgrade at Piney Point facility. Treasurer stated \$257 in ship's fund. No beefs or disputed OT reported. Next ports: Puerto Quetzal, Guatemala; Balboa; San Antonio, Chile.

MAERSK VIRGINIA (Maersk Line Ltd.), Feb. 27—Chairman **Mohamed S. Ahmed**, Secretary **Hugh Wildermuth**, Educational Director **Danilo Cortez**, Deck Delegate **Timothy D. Girard**, Engine Delegate **James R. Oling**, Steward Delegate **Radfan A. Almaklani**. Chairman announced payoff March 6 in Newark, N.J. and thanked deck department for good performance during trip. He reminded everyone to clean rooms and return keys before leaving ship. Secretary expressed gratitude to crew for helping keep ship clean. Educational director advised mariners to stay current on union news. Treasurer stated \$1,539 in ships fund after purchase of treadmill for gym and movies. No beefs or disputed OT reported. Recommendations made to lower pension eligibility age and increase pension benefits. Expression of thanks given to *Seafarers LOG* for good work in keeping membership up to date on union matters.

METEOR (Maersk Line Ltd.), Feb. 20—Chairman **Steve R. Kastel**, Secretary **Jose M. Bayani**, Educational Director **Chris L. Earnhart**, Deck Delegate **Ahmed M. Baabbad**, Engine Delegate **Samuel Garrett**, Steward Delegate **Claudia N. Mauricio**.

Chairman suggested crews of all Champion-class vessels submit list of recommendations regarding new contract and give to patrolman, who will forward to contracts department. Secretary thanked everyone for keeping ship tidy. Educational director reminded mariners about educational opportunities available in Piney Point and about need to keep all paperwork up to date. No beefs or disputed OT reported. Suggestions made to increase dental and optical benefits and to purchase grill and big refrigerator for crew mess. Vote of thanks to galley crew for excellent food. Next port: Los Angeles.

OVERSEAS NEW ORLEANS (OSG Ship Mgmt.), Feb. 27—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Maurice D. Hetrick**, Engine Delegate **William P. Stone**, Steward Delegate **Jorge L. Ellis**. Chairman advised crew members to read *Seafarers LOG*. It is the lifeline to the union while at sea. He also noted letter received regarding recent SAB ruling. Educational director informed crew that it was to their advantage to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Request made for each SIU crew member to have refrigerator in his or her room. Steward asked that no food scraps be put in garbage; galley crew will dispose of scraps properly. Everyone asked to be respectful of shipmates who may be trying to sleep. Suggestion made to lower age and seatime requirements for pension benefits. Next port: Corpus Christi, Texas.

PERSEVERANCE (Maritrans), Feb. 28—Chairman **James E. Bishop**, Secretary **Catherine M. Hays**, Educational Director **Kenneth W. Pinchin**, Deck Delegate **Clarence E. Fortt Jr.**, Engine Delegate **Milton L. Israel**, Steward Delegate **Luis M. Caballero**. Chairman announced payoff March 1 upon arrival in Cape Canaveral, Fla. Educational director spoke about taking advantage of educational facilities available at Piney Point school. No beefs or disputed OT reported. Communication received from headquarters regarding staying on ship longer than normal due to increasing manning during time of war. Crew received two new washing machines within last month and now waiting for a new dryer. Next ports: Cape Canaveral, Port Everglades and Tampa, Fla.

P&O NEDLLOYD BUENOS AIRES (Waterman Steamship Corp.), Feb. 27—Chairman **Joseph J. White**, Secretary **Tran Nee**, Educational Director **Michael L. Mefferd**, Deck Delegate **Fritz L. McDuffie**. Secretary asked those departing vessel to make sure rooms are clean and supplied with fresh linen for next person. Educational director advised crew to upgrade skills at Paul Hall Center whenever possible. Treasurer stated \$190 in ship's fund. Suggestions made for pension buy-out and improved medical insurance. Crew requested refrigerator, ice machine, salad bar and microwave for crew mess. Thanks given to steward department for job well done.

SEABULK COURAGE (Seabulk Tankers), Feb. 28—Chairman **Mario R. Romero**, Secretary **Luis A. Escobar**, Educational Director **James L. McDaniel**, Steward Delegate **Allan M. Melendez**. Chairman reported change in run, eliminating Kalama, Wash. and San Francisco. Vessel will now run back and forth from Long Beach to Houston or Corpus Christi for 30-day trips. Secretary urged

Seafarers to start renewal process of MMDs early to avoid last-minute delays. No beefs or disputed OT reported. Bosun read president's report from the *LOG*, which led to discussion on new MSP program, new jobs for SIU, ways to help in tsunami relief and nationwide health care crisis. Vote of thanks given to steward department for job well done. Next port: Long Beach, Calif.

USNS OBSERVATION ISLAND (Maersk Line Ltd.), Feb. 13—Chairman **Cholley L. Moses**, Secretary **Gregory Heseltine**, Educational Director **Edward J. Krebs**, Deck Delegate **Travis L.**

available at Paul Hall Center and about importance of contributing to SPAD. No beefs or disputed OT reported. Everyone asked to leave room clean for next person. Thanks given to steward department for job well done.

CURTISS (American Overseas Marine), March 6—Chairman **Stephen Czapple**, Secretary **Dorray A. Saberon**, Educational Director **Jürgen G. Gottschlich**, Deck Delegate **George W. Mazzola**. Chairman reported ship being activated. All going well with good crew and great weather. Educational director suggested everyone upgrade at Piney Point

Thanks for a Job Well Done



Steward department members aboard the *Sulphur Enterprise* were given a vote of thanks for the great meals and excellent service. From the left are SA Alexander Cordero, Chief Steward William Blees and Chief Cook Jose R. Norales. The Waterman Steamship Corp. vessel is on a coastwise run.

Austin, Engine Delegate **Jason A. Powell**, Steward Delegate **Bill Smalley**. Chairman brought meeting to order and gave overview of purpose and importance of electing department delegates. He outlined meeting format and projected schedule. He also reminded membership of upcoming paid holiday, Presidents' Day, Feb. 21. No beefs or disputed OT reported. Discussion held on investigation into rationing of water. Research being done by chairman on reimbursement and pay for crew members traveling to and from vessel. Inquiry also made about availability and eligibility for 401(k) or other money market fund for unlicensed personnel. Request for new (non-industrial strength) laundry detergent. Members were instructed to go through department heads for hot/cold temperature adjustments in rooms. Crew members note that, weather permitting, aft fan tail of ship periodically set up as beach cookout area.

USNS POLLUX (American Overseas Marine), Feb. 7—Chairman **Wilfredo C. Rice**, Secretary **Kelvin R. Burrell**, Educational Director **Troy Ancar**, Deck Delegate **Timothy R. Kacer**, Engine Delegate **Bruce N. Zenon**. Chairman announced payoff Feb. 16 in Marrero, La. Educational director encouraged mariners to upgrade skills at Piney Point training center to further career options. No beefs or disputed OT reported. Request made for TV antenna and DVD player for each crew lounge as well as additional washer and dryer. Vote of thanks given to steward department for good meals and service. Next port: Algiers, La.

USNS SISLER (Maersk Line Ltd.), Feb. 13—Chairman **Kenneth L. Steiner**, Secretary **Walter J. Matt**, Educational Director **Timothy A. Chestnut**, Deck Delegate **David L. Hudgins**, Engine Delegate **Pati F. Taototo**, Steward Delegate **Kimberly A. Strate**. Chairman led discussion concerning training, safety and health care plan. Educational director talked about opportunities

whenever possible. Engine delegate reminded crew to keep house door closed since AC is on. He also requested help in separating plastic items from regular trash. Steward delegate asked crew to place dirty sheets in linen locker and said he'll look into getting extra fans if needed. Technicians will come aboard ship North Carolina to fix satellite TV. Next port: Sunny Point, N.C.

DILIGENCE (Maritrans), March 2—Chairman **Ronald L. Paradise**, Secretary **Amy K. Rippel**, Educational Director **Arthur K. Outlaw**, Deck Delegate **Stanley E. Howard**, Engine Delegate **Patrick D. Carroll Jr.**, Steward Delegate **John Bennett**. Chairman announced payoff March 3 in Galena, Texas. He noted satellite TV dues up \$5 and expressed gratitude to deck department for good job. Educational director told all departments to give themselves a raise by upgrading at Piney Point school. No beefs or disputed OT reported. Chairman discussed SAB No. 426 regarding crew rotations. Recommendation made to increase wages in next contract. New mattresses to be ordered in May when vessel goes into shipyard. Next ports: Baytown and Galveston, Texas.

HORIZON TACOMA (Horizon Lines), March 6—Chairman **Dennis S. Brown**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Mohamed N. Asinai**. Chairman announced payoff March 9 on arrival in Tacoma, Wash. and thanked everyone for keeping ship clean. He urged crew to keep dues paid and support SPAD. Educational director encouraged all hands to take advantage of opportunities available in Piney Point. No beefs or disputed OT reported. Following reading of president's report in *LOG*, discussion ensued on America's continuing health care crisis. Vote of thanks to steward department for job well done.

Remembering Capt. George Milburn . . .

Pensioner **George B. Milburn** died last June at the age of 80. He joined the SIU in 1967 in Norfolk, Va. and shipped in both the inland and deep sea divisions before retiring in 1981.

His son, Bruce Milburn, recently was going through some of his father's papers and came across a 1972 newspaper article from the *Washington Star* about tugboat activity on the Potomac River that he wanted to share with readers of the *Seafarers LOG*. The article, by James Norell, featured Milburn and some of his shipmates on the tug *Papa Guy* during one of their runs from Washington to Piney Point, Md. Milburn was captain aboard the tug, which at the time was pushing an empty barge to exchange for an identical barge loaded with 43,000 barrels of No. 6 heating oil for Washington furnaces.

Milburn was extremely proud of his years with the SIU, and his son is equally proud of the accomplishments of his father.



This is the cover page of a 1972 *Washington Star* feature on George B. Milburn and his crew on the tug *Papa Guy*.

Final Departures

Continued from page 18

JAMES GONZALES



Pensioner James Gonzales, 94, passed away Feb. 8. The engine department member was born in St. Vincent, B.W.I. and began

working for the NMU in 1942. Brother Gonzales first sailed on the *Frank W. Spencer*. He started receiving his retirement pay in 1975.

LESTER MAUL



Pensioner Lester Maul, 81, died Jan. 26. A native of St. Louis, Brother Maul launched his NMU career in 1942, first sailing on the

Parissima in the deck department. He last sailed on the *Independence*. Brother Maul started receiving compensation for his retirement in 1967.

CHARLES STEAD



Pensioner Charles Stead, 88, passed away Feb. 12. Brother Stead started his seafaring career in 1947 in the port of Baltimore. His first vessel

was the *Carleton Ellis*; his last was

the *Chestnut Hill*. Brother Stead went on pension in 1984.

LEONARD TAYLOR



Pensioner Leonard Taylor, 82, died Feb. 20. Born in the Philippines, Brother Taylor joined the NMU in 1966. Before retiring in 1987, he

went to sea on the *American Veteran*.

CARLOS VILLAVICENCIO



Pensioner Carlos Villavicencio, 84, passed away Jan. 17. Brother Villavicencio joined the NMU in 1945 in Balboa,

Panama. Born in Guayaquil, Ecuador, he last went to sea aboard the *Santa Maria*. Brother Villavicencio began collecting his retirement pay in 1972.

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	D.O.D.
Andrews, Cornelius	81	02/09/2005
Bates, James	80	02/11/2005
Bush, Ramsey	66	02/09/2005
Chavarria, Eloy	82	02/11/2005
Crespo, Francisco	92	02/05/2005
Gonzales, Emilio Jr.	77	02/14/2005
Halison, Frank	85	02/06/2005
Hall, Oscar	80	01/19/2005
Kelly, Agnes	95	01/19/2005
Lenobel, Karl	85	10/02/2004
McGruder, Sherman	77	02/15/2005
Mente, Clarence	75	02/17/2005
Miller, Ramie	63	02/06/2005
Monroe, Johnnie	76	01/20/2005
Mullins, Charles	80	02/19/2005
Randolph, Harry	98	02/18/2005
Sandies, Isaiah	72	02/17/2005
Sax, Jim	84	02/18/2005
Wynne, Thomas	77	01/11/2005

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.

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SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	May 30	June 24
	July 11	August 5
	August 22	September 16
	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 20	June 24
	August 22	August 26
	October 24	October 28
Bridge Resource Management (Unlimited)	May 9	May 13
	July 11	July 15
	September 12	September 16
	November 14	November 18
Celestial Navigation	May 16	June 10
	July 18	August 11
	September 19	October 14
	November 21	December 16
GMDSS (Simulator)	June 27	July 8
	August 29	September 9
	October 31	November 11
Lifeboatman/Water Survival	May 16	May 27
	June 27	July 8
	August 8	August 19
	September 19	September 30
	October 21	November 11
Navigation Fundamentals	October 24	November 4
Radar	June 6	June 15
	August 8	August 17
	October 10	October 19
Radar Renewal (1 day):	June 27, August 29, October 31	

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	June 20	August 11
	September 19	November 11
QMED - Jr. Engineer	June 20	September 8
Welding	May 9	May 27
	August 22	September 9
	September 19	October 7
	October 24	November 11
	October 31	November 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	May 16	May 27
	July 18	July 29
	September 19	September 30
Fast Boat Rescue	June 6	June 10
Government Vessels	May 23	May 27
	July 4	July 8
	August 8	August 12
	August 22	August 26
	September 26	September 30
	October 31	November 4
	November 14	November 18
Medical Care Provider	May 30	June 3
	August 1	August 5
	October 3	October 7
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	June 6	June 17
	August 1	August 11
	September 26	October 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	June 27	July 1
	October 17	October 21

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB, JE and Tanker Assistant (DL) applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 660 — Graduating from the water survival class are unlicensed apprentices from class 660 (in alphabetical order) Remington Aldrete, Jillian Barker, Thomas Brady III, Ian Chin, Christopher Cipres, Steve Concepcion, Sherrod Cutter, Lurex Dela Cruz Jr., Nicholas Dippel, Danny Faidley, Nicole Geideman, Dustin Hennig, Linsey Knight, Louis Kramm, Kenny Potts, Kemer Rojas, Edwin Ruiz Jr., Jennifer Souci, Josh Sypolt, Carlos Vargas Rodriguez, Philander Walton and John Yi.



Able Seaman — Receiving certificates for completion of the AB class ending April 1 are (in no specific order) Jerald Martinez, Charles Freeman, Jon Carrico, Jullian Woods, Rigoberto Boggeano, Rosita Livermon, Douglas Perry Jr., Nelton Rodriguez, Joseph Waldera, Francis Burke, David Osterback, Eleazar Lozano Jr., Gary Santos, Orlando Caro, Erick Colon, Hector Serrano, Brian Kimbrough, Nathaniel Miller, Daniel Link and Nathaniel Leachman. Their instructor, Bernabe Pelington, is at right in the front row.



Jr. Engineer — Completing the junior engineer course April 1 are (in no specific order) Jordan Cuddy, Trent Enoch, Walter Rood, Robert Norris, Sharon Gilliam, Alshea Dixon, Husain Ali, Danny Day, Matthew Redlinger, Noel Corrales, Neil Warren, Lisa Harewood and Davon Brown. Their instructor, Jay Henderson, is at far right. (Note: Not all are pictured.)

Galley Ops — Working their way up in the galley department are (from left) Robinson Eromosele, Rocky Dupraw, Alfonso Berry, Edward Aguiqui Jr., Dave Johnson and their instructor, Ed White.



Medical Care Provider — Completing the medical care provider course April 1 are (in no specific order) Mike McCourt, Edward Fore, Robert Scott, Craig Burmeister, Shannon Smith, Shelby Rankin, Brian McLarron, Christopher Edyvean, Jerry Sobieraj, Kenneth Lewin and George Ashbridge. Their instructor, Mark Cates, is second from left.



Water Survival — March 11 graduates of the water survival class include NCL crew members (in no specific order) Shawn Crowe, Jon Thompson, Troy Larick, Timothy Hall, Shanna Bahr, Marcos Gomez, Carl Collett, Damareo Bailey, Betty Daw, Benny Quintanilla, Marlon Hannigan, Nicanor Dechico, Jason Cruz, Wilma Diaz, Sunshine Gruber, Charlene Street, Raquel Collins, Damien Williams, Bryan Gutierrez and Edwin LaRosa. Their instructors were Stacey Harris (standing far left) and Tony Sevilla (standing far right, front row).

Computer Lab Classes



Instructor Rick Prucha (standing at far left) congratulates students for their accomplishments in the computer lab. Holding their certificates of completion for various computer courses are (from left, front row) Miguel A. Pizarro, Joselier Itaralde, Eissa Saleh, (back row) Ousmane Ka, Gilbert Johnson and Jess Cooper.



Welding — Under the instruction of Buzzy Andrews (center) are Seafarers who completed the welding course March 4. They are Ousmane Ka (left) and William Rios.

Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Competing this course March 18 are (in no specific order) Hannah Cain, Audania Bomar, Anthony Roca, Samuel Miller, Lou Kramm, Benny Samosan, Tim Rieman, Steve Hurden, Jon Silveira, Tim Johnson II, Iam Manthey, Timothy Littles, Garfield Persley Jr., Adam Ramey, Brian Joyner, Steven Cedres, Fausto Aranda, Billie Muñoz and Michael Rodriguez. Their instructor, Herb Walling, is at far left in the back row.



Tanker Familiarization/Assistant Cargo (DL) — A second tanker assistant class graduating March 18 included (in no specific order) Wanda Davis, Gabriel Santa, William Sanchez, Brandon Granger, Jermeka Williams, Elliott Del Aguila, William Burdette, Michael Warner, Terry Hester, Nelson Smith, Edgar Reed, Perry Kin, Calvin Andrews, Brad Dize, Patrick Ryan and Karberto Ramos. Their instructor, Jim Shaffer, is at far left.

Basic Safety Training Classes



STCW — NCL, March 11: David Aguon, Mark Ambrose, Jon Asis, Jeffer Baguio, Victoria Bejerano, Elena Benavente, James Browne, Griffin Bryant III, Eleanor Cagas, Roger Campo, Celena Carroll, Richard Castro, Vera Christianson, Tyson Cronmiller, Juan Flores, Harold Guillory Jr., Jamel Hatton, Philip Heglmeier, Ray Henderson Jr., Girindhra Henry, Eric Hoffman, Audrey Holmes, Jarret King, Mikki Laster and Sherwin Limos.



STCW — March 18: James Collins, Timothy Delapp, Cheryl Grace, Katherine Grove, Ollie Hargrove, Alexander Haymore, Gregory Hidalgo, Rocky Hong, Scott Hooks, Annafay Iokia, Kyle Itani, Maxine Lang, Nichole Lemanski and Grant Haitzuka.



STCW — NCL, March 11: Johnny Marino, Jessica Martin, Dorian Meneses, Charles Miller, Stacy Miller, Mark Moore, Joseph Nason, Gisela Neminske, Shari-Ann Pontin-Yamashita, Donald Provance, Ricardo Puaza Jr., Shawn Riley, Brandon Sanborn, Brian Sanchez, Juan Segura, Adante Smith, Jason Smythe, Hector Solis, Taylor Stephens, David Taylor, Roland Terlaje, Andella Toler, Michael Turner, Lindsey Twonbly, Cameron Werry and John Wess Sr. (Note: Not all are pictured.)



STCW — March 18: Christy McCord, Matthew Martin, Jennifer Martinez, Rudy Nucum, Sean Olmo, Leo Pangelinan, Larry Pomerantz, Ulrick Prudent III, Felix Quevedo, David Scharling, Rachael Sherer, Sven Sjoberg, James Smith, Don Thompson, Arthur Valles and Linda Woolley. (Note: Not all are pictured.)



STCW — NCL, March 25: Joselito Mata, Aston McKen, Donald McMullen, Yvette Nordquist, John O'Hara, Stephen Parker, Sara Pilgreen, Andrea Raviele, Eric Roth, Annette Salvador, Ysue Samaskhan, Jonathan Savares, Timothy Skeith, Lindsey Waitley and Nathaniel Webb.



STCW — NCL, March 25: Eduardo Bermudez, Jennifer Blackwell, Zachariah Bunnell, Geronimo Cabulhat Jr., Norma Camacho, Caren Comiska, Dustin Elliott, Christopher Gilbert, Sandra Golden, Talia Golden, David Jolin, Ruth Anne Kick, Linda Kloster-Suero, Claudio Leal Jr. and Brian Manibusan.

National Maritime Day
May 22, 2005

*In memory of American seafarers
 who lost their lives in service
 to their country.*

A New Season Begins On the Great Lakes

After the winter freeze, a new season of shipping on the Great Lakes is under way.

The Great Lakes are one of the country's most important waterways and home to the U.S.-flag Lakes fleet. These vessels carry everything from iron ore and limestone for the American steel and construction industries, to coal for power generation, as well as grain, heating oil, cement, sand and gypsum.

On the Great Lakes, as on all U.S. waterways, cargo moving between U.S. ports is governed by the Jones Act. Most of the lakers are "self-unloaders," which means each boat is so equipped that its crew can unload the vessel without any need of shoreside personnel or equipment—and do the job fast.

The photos on this page show early activity on three of American Steamship Company's SIU crewed vessels: the *Buffalo*, *Sam Laud* and *H. Lee White*.

SAM LAUD



Aboard the *Sam Laud* (clockwise from top left): 2nd Cook Walter Wise, DEU Fadel Quraish, DEU Mohamed Mosed, SA Yelan Slyusar and AB/Watchman Mike Larson



BUFFALO



AB Security Watch Leonard Thomas
Buffalo



SA William Agnello
Buffalo



Senior Bosun David Barber
Buffalo

Left: Conveyorman Andrew Nowak
Buffalo

H. LEE WHITE



Bosun James Shupert
H. Lee White



2nd Cook Penny Pollard
H. Lee White

Right:
 AB/Wheelman Russell Brown and
 AB/Watchman Mike Lafoille
H. Lee White

