



The

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Volume 68, Number 5

May 2006

SEAFARERS LOG

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

Pacific Reliance Joins SIU Fleet

*New ATB
Christened
In Mobile*

The SIU participated in ceremonies March 30 in Mobile, Ala. as Crowley Maritime Corporation christened the tug *Pacific Reliance* and its accompanying barge 650-1 (both pictured below). Together the new units form an articulated tug-barge (ATB) with a capacity of 185,000 barrels. The tug is 127 feet long, while the barge is 587 feet. Pictured before the ceremony are (inset, from left) SIU Mobile Port Agent Ed Kelly, Engineer Joe Kadak, SIU VP Gulf Coast Dean Corgey, Deckhand Willie Allen, AB Kevin Schroder and Engineer Wallace "Scooter" Ashwood. Page 3.



Union Opening Hall in Oakland



The SIU is relocating its San Francisco operations to a roomy, conveniently located building in nearby Oakland, Calif. The new building, pictured above, is being tailored to the union's needs; a tentative move-in period is set for early July. The Oakland facility has numerous advantages over the old hall on Fremont Street. Page 3.



Vocational Training Available to Seafarers *Upgrading Remains A Key to Advancement*

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education offers dozens of U.S. Coast Guard-approved upgrading courses to mariners interested in advancing their careers. Courses are available for students in the deck, engine and steward departments, as reflected in these recent hands-on training photos taken at the Piney Point, Md. facility. For more information (and many more photos), see pages 12-13.



**Claims Department
Reopens in Piney Point**

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**Seafarers Prepare
Pride of Hawaii**

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President's Report

Great Start, but Work Remains

We are barely a third of the way through 2006 and already it has been a great year for the SIU.



Michael Sacco

Near the end of April, there was a lot of excitement at SIU headquarters and at our affiliated Paul Hall Center for Maritime Training and Education as members, officials and employees anticipated the arrival in Baltimore of NCL America's newest cruise ship, the *Pride of Hawaii*. This is the third SIU-crewed ship we have welcomed into NCL America's fleet since 2004, and needless to say, it doesn't get old.

The *Pride of Hawaii* is a big headline-grabber, but it's not the only recent story signifying new and future jobs for Seafarers. This year alone we have crewed up a new ATB on the Gulf Coast and applauded the announcement of an order to build a ninth T-AKE ship that will be crewed by members of the SIU Government Services Division. We've kept an eye on the ongoing construction in Philadelphia where new tankers are being built, and on the West Coast where the fourth Alaska-class tanker and another Government Services ship are being completed.

In case you missed it in last month's *LOG* or at the April membership meetings, during the recent conference of the AFL-CIO Maritime Trades Department executive board, Captain Robert Johnston, senior vice president of SIU-contracted Overseas Shipholding Group (OSG), announced that his company is primed to invest in 17 new U.S.-flag ships for the Jones Act trades. Brothers and sisters, that is news that's worth reporting at least twice!

Around that same time, SIU-contracted Horizon Lines announced an agreement to charter five new American-flag ships beginning early next year.

We've made progress this year in other areas, too. On the West Coast, work is being done to help us move from our old hall in San Francisco to a better facility in nearby Oakland. This isn't a new trend: Since 1988 we have opened or relocated to new halls in Baltimore, Boston, Brooklyn, Ft. Lauderdale, New Orleans, Anchorage, Joliet, Tacoma and Guam. We have refurbished several of our other halls.

I'm very proud of the recognition Seafarers have received this year for their efforts assisting hurricane relief missions along the Gulf Coast. Once again, the SIU delivered when called upon. Even though the rebuilding process in the Gulf of course is far from finished, it was fitting that our members and other mariners were acknowledged for pitching in during the critical earliest stages.

Those are just some of the highlights from the first four months of this year. We have plenty more to look forward to—and plenty of challenges to meet.

No challenge—or responsibility—may be more important than our grassroots participation leading up to Election Day in November. This year, the entire U.S. House of Representatives and one-third of the U.S. Senate are up for election. There are a number of state and local elections as well, including those for about three-dozen state governors.

It's no exaggeration to say that most Seafarers understand the great impact that politics has on our livelihoods. SIU members know that our industry was heavily regulated long before September 11 and before the unrelated, amended STCW convention. Since then, you could say, we have to jump through a few more hoops before climbing the gangway.

Seafarers also understand that our political efforts never end. There is regular turnover at every level of government. With those changes comes the need to educate newly elected representatives about the tremendous importance of the U.S. Merchant Marine. Of course, it's also necessary from time to time to remind even the most seasoned legislators about our role in boosting America's national and economic security. That's true not just during election years.

Once again, I appreciate SIU members' support of the voluntary fund known as the Seafarers Political Action Donation. SPAD is nothing short of essential in helping deliver the right message to the right people.

At the same time, SPAD isn't the only way that members can pitch in to help elect pro-maritime representatives. That's why I'm confident that you will answer the call when your local SIU representatives ask for your time to assist in grassroots campaigning between now and November 7.

The greater the success we have in politics, the more good news we'll report each month.

Coast Guard Authorization Bill Clears Conference Committee

Early last month, House and Senate conferees agreed to an \$8.7 billion authorization for the U.S. Coast Guard for fiscal year 2006. The conference report to accompany H.R. 889, the Coast Guard and Maritime Transportation Act of 2006, includes provisions intended to allow the agency to perform its missions involving homeland security, illegal drug and migrant interdiction, search and rescue, and fisheries enforcement.

Commenting on the overall conference report, U.S. Rep. Don Young (R-Alaska), chairman of the House Transportation and Infrastructure Committee, stated, "This agreement provides the good men and women of the Coast Guard, who performed so well in the wake of Hurricane Katrina, the resources to carry out their vital missions." Young also chaired the conference committee.

The conference report to accompany H.R. 889 includes the following provisions:

- Authorizes the Coast Guard to temporarily extend the expiration of licenses and documents for mariners that were affected by Hurricane Katrina and certificates of inspection and compliance for vessels that are inspected by marine safety offices that are located in the impacted region.



The Coast Guard and Maritime Transportation Act of 2006 features components aimed at allowing the agency to perform its missions involving homeland security, among other directives. Above, Coast Guard personnel from Station New York on Staten Island patrol the waters surrounding the Statue of Liberty in New York Harbor earlier this year.

- Defines (in the U.S. Code) a riding gang member on a U.S.-flag vessel as a non-U.S. citizen or permanent alien who is used to perform certain limited repair functions on the vessels. A riding gang member also is defined as someone who isn't part of the crew; doesn't possess a z-card or license; doesn't perform watchstanding, automated engine room duty watch or personnel safety functions; doesn't do longshore work; isn't a member of the steward department; and doesn't come from a nation named by the U.S. as a sponsor of terrorism.
- Stipulates that no ship may carry more than 12 riding gang members at once, and that companies employing foreign riding gangs must certify that they first tried to hire U.S. citizens to do the work (and that no U.S. citizens are available for the jobs).
- Provides a \$1.6 billion funding level for the Integrated Deepwater Systems (Deepwater) Program, the Coast Guard's program to replace or modernize the ships and aircraft used in the Coast Guard's deepwater missions.
- Authorizes the Coast Guard to establish Naval Vessel Protection Zones up to 12 nautical miles offshore.
- Authorizes the Coast Guard to conduct international training and to provide technical assistance to international navies, coast guards and maritime authorities during regular Coast Guard operations.
- Authorizes the Coast Guard to inspect ferries for maritime safety purposes;
- Requires the Coast Guard to detail adequate personnel to assure that Great Lakes pilotage rates are adjusted annually.
- Requires the Coast Guard to develop a long-term plan to recapitalize the service's polar icebreakers.
- Promotes the transportation of liquefied natural gas (LNG) on U.S.-flag vessels;
- Establishes a long-range vessel tracking system pilot project.
- Adjusts oil spill liability limits for tank and non-tank vessels to reflect changes in inflation.
- Authorizes the federal government to purchase any property that was the principal residence of a member or related employee of the Coast Guard that was damaged by Hurricane Katrina in the States of Alabama, Mississippi, Louisiana, or Texas.
- Requires the Coast Guard to report to Congress on the additional costs associated with the Coast Guard's response to Hurricane Katrina.

Rep. King Pledges Support For U.S. Maritime Industry

The House Homeland Security Committee chairman recently told a Washington, D.C. audience that he supports the U.S. maritime industry and that he is committed to protecting U.S. ports without losing jobs, hurting the economy or neglecting labor interests.

"I stand by your industry," said U.S. Rep. Peter King (R-N.Y.) during an appearance at the Washington, D.C. Propeller Club on March 30. He said it would take cooperation throughout the maritime spectrum to secure ports and U.S.-bound cargo.

"Coming from New York, we have many vulnerable areas, but none more so than our ports," he continued. The congressman reminisced on the friends, acquaintances and constituents he lost on 9/11 and said that for many, the controversy over the Dubai Ports World deal brought home the importance of port security.

King was speaking to the audience just after H.R. 4954, the Security and Accountability for Every Port (SAFE) Act, passed out of the Subcommittee on

Economic Security, Infrastructure Protection and Cyber Security by voice vote. The House bill is the companion to the Senate version (S. 2459) introduced by U.S. Sens. Patty Murray (D-Wash.) and Susan Collins (R-Maine).

King called for more radiation portal monitors and increased inspections overseas before cargo reaches U.S. ports. He also said he wants to work throughout the maritime industry on the Transportation Worker Identification Credential or TWIC card.

The committee chairman told the audience that he believes there should be separate funding for port security grants, and said he believes U.S. Rep. Hal Rogers (R-Ky.), who sits on the House Appropriations Committee and chairs its Subcommittee on Homeland Security, supports this position as well.

Addressing a question from former Congresswoman Helen Bentley, King said he's taking an active role in reforming processes involving the Committee on Foreign Investment in the United States (CFIUS). He asserted that the secretary for Homeland



U.S. Rep. Peter King (R-N.Y.)

Security should co-chair it along with the Treasury Secretary. King also noted that when CFIUS was formed in 1988, it was more concerned with foreign investment than it was about homeland security. He said some level of secrecy still needs to stay in the process, but suggested that Republican and Democratic leadership in the House be kept informed on matters before CFIUS.

The congressman also agreed with another questioner who said that not all fixes to port security can be legislative ones, and that the entire supply chain has to be examined.

Volume 68, Number 5

May 2006

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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Crowley Christens New ATB

Seafarers and SIU officials were on hand March 30 in Mobile, Ala. as Seafarers-contracted Crowley Maritime Corporation christened the first of six new 185,000-barrel articulated tug-barge (ATB) tank vessels that the company plans to take delivery of during the next two-and-a-half years.

SIU Vice President Gulf Coast Dean Corgy and SIU Mobile Port Agent Ed Kelly represented the union along with a number of rank-and-file members.

The vessels christened were the 9,280-hp tug *Pacific Reliance* and barge *650-1*. The event took place at the Mobile Convention Center. Constance Crowley Peabody, aunt of Tom Crowley Jr., company chairman, president and CEO, christened the 127-foot *Pacific Reliance* while Janet Bishop from ConocoPhillips christened the 587-foot barge *650-1*.

"This is state-of-the-art equipment and it represents a great addition to the SIU-contracted fleet," noted Corgy. "I'm sure I speak for all of our other officials

in saying that we're completely confident that SIU members will do a fantastic job aboard the new ATB and the ones that follow."

According to the company, Crowley's Petroleum Services group will charter the VT Halter Marine-built ATB from Crowley's vessel construction and naval architecture subsidiary, Vessel Management Services, and operate it for ConocoPhillips under a three-year agreement.

"We are thrilled to be expanding our ATB fleet with these new, larger, state-of-the-art vessels," said Tom Crowley. "Our existing ATBs have performed extremely well for our petroleum customers, and we're confident that this new ATB will provide ConocoPhillips with many years of safe, reliable and efficient transportation for their products."

An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis, or plane, in the critical area of fore and aft pitch.

Crowley and VT Halter Marine jointly designed the ATB



The new ATB features all the latest equipment and double-hull construction.

tank vessel. The barge *650-1* was built at Halter's shipyard in Pascagoula, Miss., and the *Pacific Reliance* at its shipyard in Moss Point, Miss.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only does the unit have the capability of transporting refined products, but it also can carry heated cargoes and certain chemicals which require special arrangements of vents, stripping systems, pump components and tank coatings above that normally required for product carriers.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 650-Class barges will be 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. The fully loaded draft will be 30 feet.

According to Crowley, there is an electric cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring



Seafarers welcome the new tug *Pacific Reliance* in Mobile, Ala. Pictured from left to right are (kneeling) David Lane, William Davis, Willie Allen, David Nimmer, (standing) Leo Venegas, Joe Kadak, Darren Bates, John Quagliano Jr., Wallace Ashwood Sr., Kevin Schroder, Wallace "Scooter" Ashwood, William Palmer, Bob Hoffman, Marc Tomuschat and SIU Port Agent Ed Kelly.

operations; and a vacuum system with three retention tanks to easily handle cargo changes. The ATBs also feature a dual mode inert gas system and vapor collection system for maximum safety. A layer of inert gas covers products in the tanks to make the atmosphere too lean for combustion. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100

feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam-capable fire monitor; twin fuel-efficient diesel engines; a noise reduction package; and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today, according to Crowley.

SIU Contract Honored In Delta Queen Sale

The Seafarers-contracted Delta Queen Steamboat Company has been purchased by Ambassadors International, Inc., and the new owners are honoring the SIU collective bargaining agreement.

"Effectively there is no change where the membership is concerned," noted SIU Executive Vice President Augie Tellez. "All SIU jobs are maintained and the SIU contract remains in place."

Delta Queen itself apparently will remain as the operator of the Seafarers-crewed paddlewheel steamboats *Delta Queen*, *Mississippi Queen* and *American Queen*, but the company's headquarters will be consolidated to Seattle.

Bruce Nierenberg, president of Delta Queen, told the Associated Press that Ambassadors probably will move sales and financial operations to Seattle while keeping the marine and hotel operations in New Orleans.

Ambassadors, which acquired Delta Queen from the Delaware North Companies, operates the 163-passenger *Queen of the West* and the 235-passenger *Empress of the North* in the Pacific Northwest through its subsidiary American West Cruises, based in Seattle.

According to Delaware North, Ambassadors will acquire the three Delta Queen vessels and

associated operating assets of Delta Queen for \$3 million in cash, the assumption of approximately \$9 million of customer deposits and the assumption of approximately \$35 million of fixed-rate debt payable through 2020. The deal also includes stock considerations.

The Delta Queen Steamboat Company operates historical cruise itineraries on many of America's best known rivers, including the Mississippi, Ohio, Tennessee, Cumberland and Arkansas rivers with stops at many of America's most historic cities, battlegrounds and estates. The Delta Queen Steamboat Company is America's oldest cruise line, with its history dating back to 1890.

The *Delta Queen* can carry 174 passengers, the *Mississippi Queen* 416 and the *American Queen* 436. The *American Queen* recently completed a special mission under charter to energy companies in support of disaster relief efforts in the Gulf Coast area.

Joe Ueberroth, president and CEO of Ambassadors International, Inc., noted that Delta Queen and American West would combine to create "a national, American cruise company." He also expressed confidence in the fleet's "dedicated American crews."



The SIU-crewed *American Queen*, pictured in New Orleans, assisted in hurricane relief missions after Katrina struck last year.

Union's San Francisco Operations Moving to New Hall in Oakland

Spacious Facility Offers Numerous Improvements

The SIU plans to relocate its San Francisco-area operations to a new union hall in nearby Oakland, Calif. this summer.

The new building is scheduled for various modifications to suit the membership's needs. Pending completion of those alterations, the move tentatively is penciled in for early July.

Located at 1121 7th Street, the new hall is two stories not including a basement and is approximately 17,000 square feet. It offers more than 30 parking spaces next to the building; additional parking is available nearby.

The Oakland hall is 9 miles from the union's San Francisco hall, which is located at 350 Fremont Street.

SIU Secretary-Treasurer David Heindel said the move will provide several noteworthy improvements. The Oakland hall is based in a generally more attractive area near Jack London Square, a popular community. The new hall is located within easy walking distance of the Matson pier and also is near public transportation.

Additionally, the building on 7th Street will offer a "media room" for rank-and-file members that includes a television and high-speed internet hookups. It will contain a classroom for off-site training, a meeting room, a conference room and other amenities.



Ample parking is available behind the new hall on 7th Street, scheduled to open this summer.

The facility is 60 years old but underwent major refurbishment a few years ago, including various structural reinforcements. The interior as of late April largely was wide open, which should facilitate its upcoming reconfiguration.

The union has occupied its hall on Fremont Street since 1980.

More details on the upcoming move will be reported in the *Seafarers LOG* as they become available.

SIU-Crewed Hauge Honored for Safety

The crew and captain of the SIU-contracted *CPL Louis J. Hauge Jr.* on March 24 formally were recognized for their impressive achievements in the area of safe ship operations during 2005.

The recognition itself, which came in the form of the 2005 Jones F. Devlin Award, originally was bestowed on the *Hauge* and its crew last summer. It formally was presented to Capt. Paul Zubaly by Jerry Eker, director of maritime operations, Maersk Line Limited during recent ceremonies in Norfolk, Va. Officials from the SIU, including Vice President Government Services Division Kermet Mangram and Jacksonville, Fla. Port Agent Archie Ware

were on hand for the ceremony as were representatives from the U.S. Military Sealift Command.

As previously reported, in addition to the Maersk-operated *Hauge*, 10 other SIU-contracted companies along with their top performing vessels last year were cited by the U.S. maritime industry for safe ship operations. Like the *Hauge*, the other vessels and their crews originally were recognized during the presentation of the 2005 Jones F. Devlin Award and the 2005 Ship Safety Achievement Awards. The event took the form the Chamber of Shipping of America's Annual Safety Awards Luncheon at the Hilton New Orleans

Riverside. The awards recognized individual ships and the women and men who crew them while performing accident-free operations. The prizes also served as incentives to promote safe ship practices aboard all American-flagged vessels.

"It's always great to see Seafarers receive this type of well-deserved recognition, especially when it has to do with safety," said SIU Vice President Contracts George Tricker. "Such awards are tributes not only to the individual mariners, but also a reflection of the tremendous jobs that the instructors and staff at our affiliated training school (the Paul Hall Center in Piney Point, Md.) do in preparing students for their careers."

The *Hauge* is a roll-on/roll-off containership that is part of MSC's repositioning program. The vessel is 755 long and has a beam of 90 feet. It can sail at 16.4 knots.

In 1954, American Export Lines had a safety-at-sea expert who was in close association with the American Merchant Marine Institute. That year, he approached the AMMI board of directors requesting that an award for safety achievement at sea be established. The board agreed to sponsor such recognition, and the first Ship Safety Achievement Awards were established (and four vessels were honored).

In 1958, that same safety officer approached the AMMI once again regarding sponsorship of an award that would recognize individual vessels and their



SIU Jacksonville Port Agent Archie Ware (center) met with Chief Steward Victorino Cruz (left) and Recertified Bosun James Foley prior to the presentation of the 2005 Jones F. Devlin Award.

Claims Office Reopens

The Seafarers Health and Benefits Plan's claims office fully reopened April 3. The department is based at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. The claims office also includes a membership services department.

More than 40 employees work in the claims office, which is reachable by phone at 800 252-4674.

"We're delighted to bring membership services back to the claims department,"

said SIU Secretary-Treasurer David Heindel. "There is widespread confidence both within the department and the union that this move will result in an improvement in membership services."

Claims Director Pat Benoit stated, "We're all very happy to be doing the job we know best and giving the members the quality service they deserve."

Employees took part in a brief but spirited re-opening ceremony following the April membership meeting.



Oleta Copsey is a membership services representative.



Pam Harris (left) and Tammy Smyth are among the 40-plus employees at the claims office.



Claims office personnel are pictured with officials from the SIU and the Seafarers Plans as the department reopens in Piney Point, Md.

crews for accident-free operations. Twenty-six vessels representing seven companies received the Certificate of Honor Award that year. Two years later, the award was renamed the Jones F. Devlin Award to honor the safety expert who thought the credit should go to the mariners who were achieving these results.

For more than 40 years, this award has been given to individual vessels that have achieved at least two years of injury-free operation.

The Chamber of Shipping of America represents 25 U.S.-based companies that own, operate or charter oceangoing tankers, containerships and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such vessels.



SIU VP Government Services Kermet Mangram (ninth from left) and Jerry Eker, director of operations, Maersk Line Limited (seventh from left) join the crew and captain of the *Hauge* shortly after the award presentation.

Port Official Edward Smith Dies at 79

"There wasn't a day that went by where my father didn't brag about the SIU and how it provided for all of us," said Edward C. Smith about his father, **Edward V. (Smitty) Smith** of Severna Park, Md., who passed away March 27 of natural causes.



This photo of Brother Smith was taken in the Baltimore union hall when he worked as a port representative there.

He was 79.

Brother Smith was born in Boston but moved to Prince Edward Island at a young age and served in the Canadian merchant navy during World War II. He returned to the U.S. and joined the SIU in 1947. Working in the steward department, Brother Smith served as a cook, chief cook and chief steward. He sailed from New York, New Orleans and then Baltimore. In Baltimore, he headed up the cafeteria in the union hall and later served as a port representative. Some of the SIU ships he worked on were the *Boulder Victory*, *Mankato Victory* and *Robin Mowbray*.

Brother Smith retired in 1982.

"He would tell some great stories about working with Paul Hall and the Sacco brothers," noted his son, "and he helped with the groundbreaking activities for the school at Piney Point in 1967."

Ben Wilson, who began shipping around the same time, but in the deck department, became good friends with Smith. Now retired from the union as an AB, Baltimore patrolman and port agent—and presently living in North Carolina—Wilson said the two got together whenever they could in recent years. He spoke with Smith just three days before he died.

"He was a real good man and a good friend," said Wilson. "He enjoyed his sea-



Edward V. Smith in a photo taken in 1964.

faring career and helping the members."

A graveside service celebrating Smith's life was held March 31 at Glen Haven Memorial Park in Glen Burnie, Md. He is survived by his children Edward C. Smith and Tara Berman, brothers Earle and Fred Smith, and three grandchildren.



SA Tiffany Thompson

Massachusetts Health Plan Draws Federation's Ire

At a time when some 46 million Americans are uninsured, one state—the Commonwealth of Massachusetts—has unveiled a “universal health plan” which some are touting as a model for the rest of the country while others, including AFL-CIO President John Sweeney, call it bad deal for working families.

Lawmakers in the Bay State's House of Representatives on April 4 approved a health care bill making it the first U.S. state

to require nearly all residents to either be insured or face consequences. House members voted 155-2 in favor of the 145-page plan; it unanimously was approved by the Senate. Under the plan, a combination of financial incentives and penalties will be used to expand access to health care over the next three years and extend coverage to the state's estimated 500,000 uninsured residents.

Massachusetts Governor Mitt

Romney (R), who may run for president in 2008, signed the bill into law April 12.

The new regulation includes three key provisions meant to increase coverage. First, it is intended to modestly expand Medicaid eligibility. Second, it will offer subsidies for the purchase of private coverage to low-income individuals and families, though the size of the subsidies has yet to be determined. Finally, those making more than three

times the poverty income (about \$30,000 for a single person) will have to buy their own coverage or pay a fine.

The new law is still largely a work in progress as some of its significant details—the exact definition of what it means to be able to afford insurance, as an example—will be finalized when the plan's regulations actually are drafted.

But Sweeney, the head of America's largest labor organization, has seen enough to form a strong opinion. He and others took particular issue with Romney's vetoing of one portion of the legislation: a \$295 annual fee on businesses that don't give coverage to their workers.

“It is simply ridiculous that Governor Romney would try to solve Massachusetts' health care problems by dumping them on the backs of working families and already stretched budgets, and then penalize them if they cannot afford it,” Sweeney said. “By vetoing language that would have required employers to pay into the health care system, he protected them from taking on even the slightest iota of responsibility.”

“An individual mandate to buy insurance can only work if it is

paired with a guarantee of affordable, comprehensive coverage, and the language in [this] legislation falls dangerously short of that goal.”

Sweeney noted that news sources including the *Boston Globe* have reported that the average plan cost for a single worker would be \$350 a month. For someone earning \$28,000 a year (the amount at which state assistance and subsidies become unavailable) that would mean paying 15 percent of his or her pre-tax income toward coverage.

“For a working family that's huge, and it's a lot more than the meager annual assessment fee of \$295 for employers who fail to provide coverage,” Sweeney stated. “But in Romney's eyes, even that was too much to ask of his business friends. The provisions for families below 300 percent of the poverty level should be commended. But families above that 300 percent level will be forced to buy coverage they cannot afford, or accept cheaper, stripped down policies that provide coverage in name only.”

The federation president concluded, “This legislation provides little hope for middle class fami-

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Push for 'Belated Thank You' Moves to House Subcommittee

The House Subcommittee on Disability Assistance and Memorial Affairs conducted a hearing April 6 on proposed legislation calling for monthly payments to World War II-era merchant mariners.

The SIU supports the bill, known as the Belated Thank You to the Merchant Mariners of World War II Act. For last month's hearing, the SIU submitted a joint letter with other U.S. maritime unions calling for its enactment.

The legislation has strong bipartisan support in both the House (210 cosponsors as of early April) and Senate (28 cosponsors).

Introduced by U.S. Rep. Bob Filner (D-Calif.), the Belated Thank You bill calls for a monthly payment of \$1,000 to World War II mariners or their surviving spouses. In his testimony to the subcommittee (which is part of the House Veterans Affairs Committee), Filner said that the story of the U.S. Merchant Marine in World War II is one of “patriotism, of youthful exuberance, of dedication to duty, of pride in a job well done, of bravery in the midst of battle, and sadly, of a nation who forgot these heroes for over 40 years after the war's end.”

Filner noted that merchant mariners suffered a high casualty rate (by most measures, second only to that of the Marine Corps) but kept on delivering the goods. “Without them, we would not have been able to win the war. It's as simple as that,” the congressman said.

He also pointed out that in the war's aftermath, the U.S. Merchant Marine “became the forgotten service.” They not only weren't covered by the GI Bill, they weren't formally acknowledged as veterans until 1988. (Even then the recognition was incomplete. It took another decade for the government to match the cutoff date for veterans' status for mariners with that of the armed services.)

“While it is impossible to make up for over 40 years of unpaid benefits, I propose that this bill will acknowledge the service of the veterans of the Merchant Marine and offer compensation for years and years of lost benefits,” Filner added.

Ian Allison, who co-chairs the citizens' group leading the grassroots effort to pass the bill, testified

before the subcommittee and also submitted the maritime unions' letter along with other supportive statements. A merchant marine veteran of World War II, Allison said that his group (the Just Compensation Committee) represents approximately 6,300 individuals.

Allison said that passage of the Belated Thank You legislation “would be the final chapter of what has been a ragged response by the government to men who placed their lives in danger as they served their country. There might be some members in Congress who are not historically informed in what happened to some 230,000 seamen, both black and white, from the end of World War II to the present. The U.S. Merchant Marine of World War II was the only service that was not segregated.... “It has been said that when one dies, so dies one's influence and power,” he continued. “And so it was that when President Franklin Roosevelt died, his directions to his advisors that the merchant seamen of World War II should be accorded benefits like veterans of other services also died. The influence of dissenting members (of Congress) and some of the animosities left over after the war from competing services and civilian service groups prevented benefits being given to merchant seamen. Many service people who might have dug ditches in Louisiana and never stepped outside the United States got the full GI Bill, GI loans, and much more; but those who sailed the Murmansk Run, were sunk in burning oil or frigid waters of the North Atlantic got nothing. In fact, their pay, which has been reviewed countless times, stopped the moment they went into the water.”

Allison told the subcommittee that the youngest of the World War II mariners today are in their late 70s, “many in poor health. The majority are men in their mid-80s. I am 86 years old and dedicating 100 percent of my time to see the record set right by passage of H.R. 23. There is still time for a grateful nation to say ‘Thank You’ to a thinning rank of men.

“Sixty years is a long time for any service person to wait for proper recognition. Sixty years is a long time to spend trying to correct history written to denigrate what we thought was service to our country.”

Pennsylvania Law Stipulates \$500 Bonus For WWII Mariners

Pennsylvania-based U.S. Merchant Marine veterans who sailed during World War II applauded last month's signing of state legislation that calls for a one-time, \$500 cash bonus to eligible mariners from that era.

The American Merchant Marine Veterans (AMMV) had pushed for House Bill 58, which also was supported by the SIU. Pennsylvania Governor Edward Rendell signed the bill on April 12.

Sponsored by Pennsylvania State Rep. John A. Maher (R-

Allegheny/Washington), the bill calls for a \$500 bonus to any U.S. Merchant Marine veteran who served during World War II and who is also a legal resident of Pennsylvania.

According to the governor's office, eligibility requirements include honorable separation from the U.S. Merchant Marine; having maintained U.S. citizenship during World War II; and not having “refused to be subject to military discipline on conscientious, political, religious or other grounds during World War II.”

The adjutant general is charged with administering the act, issuing applications and reviewing applications for the bonus. Also, the adjutant general is to prepare, publish and distribute a pamphlet explaining the benefits under this act. The bonuses will be funded by a U.S. Merchant Marine World War II Veterans' bonus fund, a restricted receipt account in the general fund. Money for the fund will be appropriated from the General Fund by the General Assembly and any money remaining in the fund on June 30, 2007, will be returned to the General Fund.

The bill passed the House 199-0 and the Senate, with amendments, 49-0. The House concurred 197-0. This bill becomes effective immediately, but will expire on June 30, 2007.



Philadelphia's Healthmark Incorporated Clinic has moved to a new building at the Navy Yard Corporate Center, a few minutes from the SIU hall on South 4th Street.

Philadelphia Health Unit Parks in a Better Location

The Seafarers-contracted Healthmark Incorporated Clinic has moved from Methodist Hospital in South Philadelphia to a newly built facility at the nearby Navy Yard Corporate Center.

The new building is located at the Aker Philadelphia Shipyard. The complete address is:

Healthmark Incorporated Clinic
Navy Yard Corporate Center
1 Crescent Drive
Suite 100
Philadelphia, PA 19112
Telephone (215) 952-9901

SIU members will continue receiving the same comprehensive health services that have been offered by Healthmark since the Seafarers Health and Benefits Plan first signed on with the clinic in 1991. Normally, it takes only a few minutes to drive to the new facility from the SIU hall on South 4th Street.

Even before stepping inside the Corporate Center, Seafarers likely will notice one major advantage to the relocation. According to Healthmark employees, parking at the old building often proved challenging—patients sometimes ended up as far as six blocks away. The new building features plenty of on-site, free parking.

The improvements don't end there, however. Healthmark has installed a substantial amount of new, state-of-the-art medical equipment.

“We offer the same services as before,” said a Healthmark worker, “but this building is brand new, beautiful and spacious. The access is great and there's no hassle with the parking.”

Pride of Hawaii Makes Its 1st Transatlantic Crossing

The *Pride of Hawaii* officially was handed over to NCL America in a ceremony last month in Eemshaven, Holland. As the American flag was raised aboard the SIU crewed vessel, Tan Sri Lim Kok Thay, chairman of Star Cruises (which owns NCL Corp.), was joined by NCL President and CEO Colin Veitch, and Bernard Meyer, managing partner of Meyer Werft, the shipyard that constructed the vessel at a cost of more than \$500 million.

"We are proud to take delivery of this beautiful new ship not only because she is our newest and largest U.S.-flagged vessel, but because she features the innovative design and tremendous consumer appeal," said Thay.

Although the delivery of the ship was initially slowed by an adjustment to its propulsion system, Veitch was pleased to

welcome the company's new addition.

"We are thrilled to complete our ambitious plan of bringing three U.S.-flagged ships to Hawaii by 2006," he said. "The *Pride of Hawaii*, along with *Pride of America* and *Pride of Aloha* and our one international ship, will bring around half a million passengers a year to the Hawaii islands."

Seafarers already are working aboard the *Pride of Hawaii*, which began its Atlantic crossing after the handover ceremony in Eemshaven. When it reaches Baltimore—its first port in the United States—it will undergo U.S. Coast Guard inspections and increase the number of crew members on board from 400 to 1,000. It then will travel to San Francisco and Los Angeles for a series of inaugural events before setting sail for Hawaii to join its sister ships, the SIU crewed *Pride*

of *America* (christened last summer) and the *Pride of Aloha* (2004) in offering seven-day inter-island cruises.

The vessel will leave Honolulu every Monday and will spend a day each in Hilo and Kona and two days each in Kahului and Nawiliwili before heading back to Honolulu.

While not the largest ship on the seas, at 93,500 tons and with a passenger capacity of 2,400, the *Pride of Hawaii* comes close and will enter the history books as the largest U.S.-flagged passenger ship ever built.

The new cruise ship offers many of the same amenities and "freestyle" options as the *Pride of Aloha* and *Pride of America* in its choice of restaurants and other shipboard and excursion activities.

One of the differences, however, is the expansive suites aboard the newest vessel, each of which includes a private courtyard with pool and whirlpool, concierge service, and much more.

Another innovation on the *Pride of Hawaii* is the library, which is named in honor of the *United States*. The *United States*, which entered service in 1952 and

is owned by NCL, won the title as the fastest ocean liner when it smashed transatlantic speed records on its first two crossings. With assistance from the SS United States Conservancy, the library features original photographs, vintage advertisements and original lithographs from renowned marine artists, as well as wall-hanging annotations from Conservancy experts to help educate passengers about the vessel's significance. "As one of the country's most venerable ships from the glory days of transatlantic sea travel, the *SS United States* was revolutionary, faster and more technologically advanced than anything else afloat at the time," said Veitch.

The three SIU crewed ships in the NCL fleet are creating thousands of American jobs and generating hundreds of millions of dollars in economic benefits to Hawaii and to the United States in general. Additionally, more than 3,000 students have successfully completed the Paul Hall Center's three-week course given to prospective NCL America shipboard employees who fill hundreds of non-marine positions.

MarAd Officials Tour Paul Hall Center



Officials from the U.S. Maritime Administration (MarAd) toured the Seafarers-affiliated Paul Hall Center for Maritime Training and Education early last month. They are pictured in the left photo with students and SIU President Michael Sacco (second from left).

Pictured at right are (from left) President Sacco, MarAd Chief Counsel Julie Nelson, Acting Maritime Administrator John Jamian, MarAd Director of Congressional and Public Affairs Shannon Russell, SIU Executive VP Augie Tellez and SIU Secretary-Treasurer David Heindel. The school is based in Piney Point, Md.



With distinctive artwork painted on both sides of its hull (a hula dancer on one side and a conch shell blower on the other), the SIU crewed *Pride of Hawaii* was floated out of its dock in Germany Feb. 19 and then underwent sea trials before being handed over to NCL in Holland. The vessel late last month was en route to Hawaii with inaugural stops in Baltimore, San Francisco and Los Angeles.

CIVMARS Meet in Norfolk



Members of the SIU's Government Services Division met with representatives from the union in Norfolk, Va. earlier this year to discuss several hot topics affecting CIVMARS. The meeting took place Feb. 9 at the U.S. Military Sealift Command's Customer Support Unit East. A number of the attendees are pictured above and below.



SIU Government Services Representative Maurice Cokes (center) is flanked by deck department CIVMARS Abdul Rashid Yaquobe (left) and James Jones.



Maurice Cokes (right) chats with CIVMARS Benito Lambert (left) and Lewis Hailey. Lambert works in the supply department, while Hailey sails in the engine department.

Mass. Unveils Health Plan

Continued from page 5

lies, choosing instead to penalize them for our nation's failure to ensure affordable health care. This legislation sends the wrong message to other states looking for answers to their own health care crisis. Universal health care should mean just that—affordable health care for all, not just for the top and the bottom."

Under the plan, expected to take effect in July 2007, everyone who files a state tax return, beginning in 2008, will have to indicate if they have health insurance.

The new law requires Medicaid and private insurers to turn over to the state lists of their enrollees each month.

Anyone deemed able to buy insurance, but who is still uninsured, will face increasing penalties. During the first year, they will lose their ability to claim a personal exemption on their state tax returns. That would cost an individual about \$189 and a couple filing jointly about \$378. In the second year, they will be assessed half the annual cost of one of the new low-cost health

plans that are supposed to be created by private insurers under the bill—a fine that would easily top \$1,000.

The poor and uninsured not making enough to afford the low-cost plans will be eligible for subsidies. The poorest—single adults making about \$9,800 or less—will get access to insurance with no premiums and no deductibles.

Those earning up to 300 percent of the federal poverty line (about \$48,000 for a family of three) will have access to plans with sliding scale premiums.

To help guarantee that the poorest residents of Massachusetts know about the new health care options, the bill also includes \$3 million in outreach funds for hospitals, clinics and community groups.

A new state agency will connect people with the private insurance plans that sell the coverage, and allow people to use pre-tax dollars to purchase coverage (a tax break that mostly helps affluent tax payers who are in high tax brackets). This new agency is also supposed to help design affordable plans.



Tim Barnaby (left) and Chris Follmar stop by the Joliet hall to complete some paperwork. Both work aboard tugs operated by Great Lakes Towing.



John Lane (left) ties up the *Gen. Oglethorpe* in Jacksonville while (below) Ben Murphy and Heath Parker take on stores aboard the *Crescent Towing & Salvage Co., Inc.* tug.



Seafarers At Sea and Ashore



Left: With help from the local Navy League and Northwest Airlines, Guam Port Agent Jeff Turkus has established a scholarship to enable students to attend the unlicensed apprentice program at the Paul Hall Center. The Navy League provided funding for clothing and documentation, and Northwest Airlines in Guam provided a round-trip ticket for the recipient. The first scholarship award was presented to Paul San Nicolas. Turkus hopes that four or five additional students each year will take advantage of this opportunity. Pictured with the check are (from the left) Tom Ahillen, president of the Navy League Guam; Jennifer Gauyan, sales representative for Northwest Airlines; Paul San Nicolas, the scholarship winner; Marie Lizama, sales manager for Northwest Airlines; SIU Guam Port Agent Jeff Turkus; and Larry Butterfield, Navy League board of directors and president of the Citizens Security Bank of Guam.



AB Rudy Harjanto (second from left) receives his full book at the April membership meeting in Piney Point, Md. With him are SIU officials (from left) Executive VP Augie Tellez, President Michael Sacco and Secretary-Treasurer David Heindel.



Jacksonville-based Sea Star Line, LLC christened *El Faro*, the newest addition to its fleet on March 7. Formerly chartered to the Military Sealift Command under the name *Northern Lights*, the high-speed roll-on/container vessel will be deployed as Sea Star's third ship in the rotation between the U.S. and Puerto Rico.



Above: The *El Faro* was docked at the JAXPORT Cruise Terminal for the christening ceremony. On hand for the festivities were (from left) Sea Star Senior VP Operations Phillip V. Bates; SIU Port Agent Archie Ware; CEO Magnus Lindeback of Coastal Maritime Stevedoring; and Kathy Wiley, office manager at Coastal Maritime. At left are SIU Patrolman Joe Vincenzo and CEO Lindeback.



Capt. John Sparks (left) met with SIU officials at headquarters April 6 as he filed paperwork for his retirement. Sparks joined the NMU in 1972, then joined the SIU in 1979, sailing in both the inland and deep sea divisions. He also was a frequent upgrader at the Paul Hall Center. He and his wife, Elizabeth (second from right), are retiring to Greenwood, S.C. His son Michael Freeman is an AB/tankerman with Penn Maritime. Brother Sparks discussed the Jones Act with SIU President Michael Sacco (second from left) and Executive VP Augie Tellez, as well as recent trends in the inland sector and how they might impact the union and the industry as a



Retired SIU member Isaiah Gray (center) visits the Houston hall where he poses with VP Dean Corgey (left) and Assistant VP Jim McGee. Gray, whose nickname is "Tiger," recently celebrated his 80th birthday.



Aboard the *Crescent Towing* tug *Bulldog*, Randy Sikes (above) shows his new Training Record Book (TRB) while other crew members (below) stand on the deck. From the left are Hank Page, Jimmy Howe, Charlie Warren and Sean Keith.



Agencies Offer Answers, Precautions for Bird Flu

SIU crewed vessels continued sailing in and out of countries where outbreaks of the highly publicized and dreaded avian influenza (bird flu)—especially among birds and domestic fowl—in recent months have become more commonplace.

While Seafarers have continued to perform at the same high standard that has become their trademark in the worldwide maritime industry, they of course aren't impervious to their environment or unscathed by events taking place around them. Public health officials and organizations from around the world—the Geneva, Switzerland-based World Health Organization (WHO) and the Atlanta, Ga.-headquartered Centers for Disease Control (CDC) among them—in recent months went to a state of high alert because of increasing concerns about the prospect of an influenza pandemic.

As of press time for this edition of the *LOG*, bird flu—specifically the H5N1 strain—had been identified as killing 109 people in nine countries, mostly in Asia. Virtually all were infected through contact with poultry, according to the WHO. A 16-year-old Egyptian girl became the latest victim April 6. The disease also killed or forced the slaughter of more than 200 million chickens, ducks, turkeys and other domestic fowl in Asia, Europe and Africa, the WHO said.

During late 2003 and 2004, the

poultry populations in eight Asian Countries (Cambodia, China, Indonesia, Japan, Laos, South Korea, Thailand and Vietnam) were hit especially hard. At that time, more than 100 million birds in the affected countries perished either directly from the disease or were killed in efforts to control the outbreaks.

The virus has yet to turn up in the Western Hemisphere, but U.S. scientists and citizens alike are worried that migrating birds could spread it to the birds and domestic fowl of the United States.

Their greater concern, however, is that the H5N1 strain could evolve and gain the ability to jump easily from human to human, at which point it could trigger a pandemic, resulting in millions of deaths worldwide.

The following information—extracted primarily from various WHO and the CDC releases—is provided to inform and educate the entire SIU family on bird flu:

What is avian influenza (bird flu)?

According to the WHO, avian influenza is an infection caused by avian (bird) influenza (flu) viruses. These flu viruses occur naturally among birds. Wild birds worldwide carry the viruses in their intestines, but usually do not get sick from them. However, avian influenza is very contagious among birds and can make some domesticated birds, includ-

ing chickens, ducks and turkeys, very sick and kill them. Infection with avian influenza viruses in domestic poultry causes two main forms of disease that are distinguished by low and high extremes of virulence. The low pathogenic form may go undetected and usually causes only mild symptoms (such as ruffled feathers and a drop in egg production). However, the highly pathogenic form spreads more rapidly through flocks of poultry. This form may cause disease that affects multiple internal organs and has a mortality rate that can reach 90-100 percent, often within 48 hours.

How does avian influenza spread among birds?

Infected birds shed the influenza virus in their saliva, nasal secretions and feces. Susceptible birds become infected when they have contact with contaminated excretions or with surfaces that are contaminated with excretions or secretions. Domesticated birds may become infected with avian influenza virus through direct contact with infected waterfowl or other infected poultry or through contact with surfaces (such as dirt or cages) or materials (such as water or feed) that have been contaminated with the virus.

Do avian influenza viruses infect humans?

Bird flu viruses do not usually infect humans, but more than 190 confirmed cases of human infection with bird flu viruses have occurred since 1997. The WHO maintains updates and cumulative reports of human cases of avian influenza A, also called H5N1.

How do people become infected with avian influenza viruses?

Most cases of avian influenza infection in humans have resulted from direct or close contact with infected poultry (domesticated chickens, ducks and turkeys) or surfaces contaminated with secretions and excretions from infected birds. The spread of avian influenza viruses from an ill person to another person has been reported very rarely, and transmission has not been observed to continue beyond one person. During an outbreak of avian influenza among poultry, there is a possible risk to people who have direct or close contact with infected birds or with surfaces that have been contaminated with secretions and excretions from infected birds.

What are the symptoms of avian influenza in humans?

Symptoms of avian influenza in humans have ranged from typical human influenza-like symptoms (fever, cough, sore throat and muscle aches) to eye infections, pneumonia, severe respiratory distress syndrome) and other severe and life-threatening complications. The symptoms of avian influenza may depend on which specific virus subtype and strain caused the infection.

How is avian influenza detected in humans?

A laboratory test is needed to confirm avian influenza in humans.

What are the implications of avian influenza to human health?

Two main risks for human health from avian influenza are: the risk of direct infection when the virus passes from the infected bird to humans, sometimes resulting in severe disease; and the risk that the virus, if given enough opportunities, will change into a form that is highly infectious for humans and spreads easily from person to person.

How is avian influenza in humans treated?

Studies done in laboratories suggest that the prescription medicines approved for human influenza viruses should work in treating avian influenza infection in humans. However, influenza viruses can become resistant to these drugs, so these medications may not always work. Additional studies are needed to determine the effectiveness of these medicines.

Does the current seasonal influenza vaccine protect me from avian influenza?

No. Influenza vaccine for the 2005-06 season does not provide protection against avian influenza.

Should I wear a surgical mask to prevent exposure to avian influenza?

Currently, wearing a mask is not recommended for routine use (in public) for preventing influenza exposure. In the United States, disposable surgical and procedure masks have been widely used in health-care settings to prevent exposure to respiratory infections, but the masks have not been used commonly in community settings, such as schools, businesses and public gatherings.

Is there a risk for becoming infected with avian influenza by eating poultry?

There is no evidence that properly cooked poultry or eggs can be a source of infection for avian influenza viruses. For more information about avian influenza and food safety issues, visit the WHO website at <http://www.who.int/foodsafety/micro/avian/en/>. The U.S. government carefully controls domestic and imported food products, and in 2004 issued a ban on importation of poultry from countries affected by avian influenza viruses, including the H5N1 strain. This ban still is in place. For more

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SMPPP Statements Slated for Mailing

The Seafarers Money Purchase Pension Plan is scheduled to mail annual statements to Plan participants in early May, according to SMPPP Administrator Maggie Bowen.

Year-end reports from Morgan Stanley Dean Witter, SMPPP's investment manager, indicate that the Plan continues doing well in the face of continuing market volatility. Interest earned on the accounts during 2005 was approximately 5 percent; the total amount in all accounts was more than \$29.9 million.

The SMPPP was founded in 1996 when the SIU successfully negotiated the new benefit into the standard freightship and tanker agreements. Since then, the SMPPP 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 de-

finied 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; opening balance for 2005 (which was the year-end 2004 closing balance); interest earned and administrative expenses charged; any payouts made to the member in 2005; and the closing balance for 2005 (which will appear as the opening balance on next year's annual statement).

Participants who don't receive their year-end statement by the end of May are asked to call 800 485-3703 to verify (and possibly correct) their address.

Admiral Seiberlich Begins Final Voyage

The SIU and the U.S. Merchant Marine have lost a good friend with the March 24 death of Rear Adm. Carl J. Seiberlich, USN (Ret.), 84.

Born in Jenkintown, Pa., Admiral Seiberlich graduated in 1943 from the U.S. Merchant Marine Academy in Kings Point, N.Y., completing a Bachelor of Science degree in marine transportation. He served on two merchant vessels before being commissioned in the U.S. Navy.

Admiral Seiberlich served as a navigator on the *USS Mayo* during World War II and witnessed the surrender of the Japanese in the Pacific at the end of that conflict. In 1952, he was recognized for his work in the development of the world's first operational, variable depth, towed sonar. During the Cuban Missile Crisis naval blockade in 1962, he had primary responsibility for surveillance, reconnaissance and anti-submarine warfare. He was the only aviator

in the Navy's history qualified to land blimps, airplanes and helicopters aboard an aircraft carrier and was decorated with the Legion of Merit and the Air Medal, among other commendations.

As commanding officer of the *USS Hornet* in 1969, he directed recovery of the astronauts, command modules and lunar samples for Apollo 11 and 12, the first two lunar landing missions.

Admiral Seiberlich was the first Merchant Marine Academy graduate to achieve flag rank. His military record was exemplary. And although he retired from the Navy in 1980, following a career of more than 40 years, he continued to serve his country and its maritime needs in a civilian capacity.

In 1983, Admiral Seiberlich joined American President Lines as director of military programs, and in 1994 was awarded the Vincent T. Hirsch Award for



Rear Adm. Carl J. Seiberlich, USN (Ret.)

Outstanding Leadership by the Navy League for his contribution in meeting the rapid, large-scale sealift needs of Operation Desert Shield/Storm. He continued to participate in maritime affairs, including his work as a U.S. representative to the International Standards Organization committee, which seeks to improve worldwide security for inter-modal freight transportation. He also was a member of the National Defense Transportation Association Military Sealift Committee, where he was a tireless advocate for American-flag military sealift capabilities.

Seafaring on the West Coast . . .



Ali Saleh (center) is the bosun on board the *Horizon Fairbanks*. In the above picture, he is flanked by Executive VP Augie Tellez (left) and VP Nick Marrone.

In late February, following the AFL-CIO Maritime Trades Department executive board meeting in San Diego, SIU Executive Vice President Augie Tellez and West Coast Vice President Nick Marrone helped service some of the vessels in nearby Oakland and Alameda. They had a chance to visit with the crews and answer any questions that were on the minds of the members.



Recertified Bosun Robert Trainor (left) and Executive VP Augie Tellez chat aboard the *Maersk Lightning*, which was docked in Oakland.



Piney Point Reunion! Executive VP Augie Tellez and VP Nick Marrone meet an old friend, Freddie Reyes. All three were trainees together in 1975 at the Piney Point school. Reyes worked his way up the hawsepipe. He now holds a chief engineer's license and sails under the AMO banner.



During a shipboard meeting on the *Horizon Fairbanks*, Executive VP Augie Tellez responds to questions from the crew.



Crew members from vessels in the RRF fleet (*Gem State*, *Keystone State* and *Grand Canyon State*) pose with Executive VP Augie Tellez in Alameda.



Aboard the *Horizon Trader* are (from left) Bosun Jose Gomez, VP Nick Marrone, Executive VP Augie Tellez and QMED Joe Vasquez.



Executive VP Augie Tellez poses with the Oakland shoregang while servicing the *Maersk Lightning*.



Executive VP Augie Tellez and VP Nick Marrone meet with steward department members on the *Horizon Fairbanks*—Chief Cook Susano Cortez (second from left) and Chief Steward Kevin Dougherty.

. . . and in Puerto Rico



Left: Port Agent Amancio Crespo (left) and AB Jose Canales are on board the *El Yunque* following a payoff.



Seated in the San Juan hall are (from left) Recertified Steward Rafael Cardenas, Recertified Steward Carlos Sanchez and Recertified Bosun Eric Perez.



Recertified Steward Carlos Sanchez shows his support for the MDL campaign at the SIU hall in San Juan.



Right: Bosun Luis Ramirez (left) and Chief Steward Juan Vallejo work aboard the *El Yunque*.



Chief Cook Miguel Barbosa (right) receives his A seniority book at the San Juan hall from Port Agent Amancio Crespo.



AB Carlos Castillo (left) meets with San Juan Port Agent Amancio Crespo. Castillo was in the hall to pick up the necessary paperwork to enable him to fly to Singapore to board his next ship.



During the March payoff meeting, the *El Yunque* crew stands ready for action.

Snapshots from the Tacoma Hall



Left: SIU Asst. VP Don Anderson works the service counter at the Tacoma hall.



Right: Administrative Assistant Brenda Flesner handles many inquiries from the membership.



Top: Port Agent Bryan Powell (right) and Administrative Assistant Jim Ott talk about shipping and registration procedures.

Middle: Recertified Stewards Muhammed Sani and Veronika Cardenas relax between job calls.

Left: Safety Rep Joe Vincenzo prepares for a vessel servicing trip.

Agencies Offer Answers About Avian Flu

Continued from page 9

information, see Embargo of Birds, <http://www.cdc.gov/flu-avian/outbreaks/embargo.htm>.

We have a small flock of chickens. Is it safe to keep them?

Yes. In the United States there is no need at present to remove a flock of chickens because of concerns regarding avian influenza. The U.S. Department of Agriculture monitors potential infection of poultry and poultry products by avian influenza viruses and other infectious disease agents.

What precautions can be taken to reduce the risk for infection

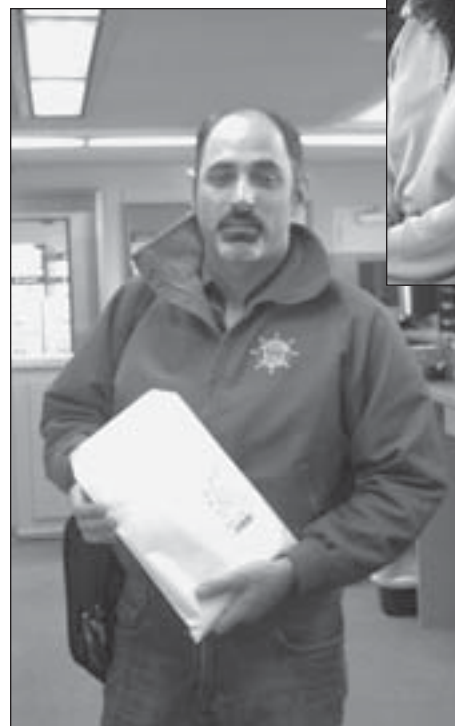
from wild birds in the United States?

As a general rule, the public should observe wildlife, including wild birds, from a distance. This protects people from possible exposure to pathogens and minimizes disturbance to the animal. Avoid touching wildlife. If there is contact with wildlife do not rub eyes, eat, drink, or smoke before washing hands with soap and water. Do not pick up diseased or dead wildlife. Contact your state, tribal, or federal natural resource agency if a sick or dead animal is found.

What precautions can hunters take to reduce the risk for infection when hunting birds in the United States?

Hunters should follow routine precautions when handling game, including wild birds. The National Wildlife Health Center recommends that hunters:

- Do not handle or eat sick game.
- Wear rubber or disposable latex gloves while handling and cleaning game, wash hands with soap and water (or with alcohol-based hand products), and thoroughly clean knives, equipment and surfaces that come in contact with game.
- Do not eat, drink, or smoke while handling animals.
- Cook all game thoroughly.



Canada Cracks Down on Port Security

Port security remains a prominent topic in the United States, but Canada recently has made waves with its enforcement of entry requirements for non-Canadian-flag vessels and their crews.

The Canadian regulations have been reexamined and recirculated within parts of the U.S.-flag maritime industry in an effort to comply. Also, the Great Lakes St. Lawrence Seaway System in mid-March issued a notice to mariners titled "Pre Entry Information Required from Foreign-Flag Vessels" that spells out Canada's requirements.

Essentially, Canada won't allow anyone with a criminal record (including DUI/DWI convictions) to enter the country. Vessels carrying crew members with criminal records to Canadian ports may be subject to various penalties by the Canadian government.

According to Canada's Consulate General in New York, the following individuals are "inadmissible" to Canada. This information is taken directly from the organization's web site:

"Members of Inadmissible Classes include those who have been convicted of minor offenses (including shoplifting, theft, assault, dangerous driving, unauthorized possession of a firearm, possession of illegal substances, etc.), or of indictable criminal offenses (including assault with a deadly weapon, manslaughter, etc.). As well, those who have been convicted of driving while intoxicated (DWI) are considered Members of an Inadmissible Class. Driving while under the influence of alcohol is regarded as an extremely serious offense in Canada.

"Those who have received traffic violations (including parking/speeding tickets, etc.) and other minor violations (i.e., littering, etc.) most likely will NOT be prohibited from entering Canada. Similarly, those who have juvenile convictions (convictions for crimes committed while under age 18) most likely will NOT be prohibited from entering Canada unless they could have been tried as an adult for their offenses."

The office goes on to report that those who have been convicted of an offense in Canada and who wish to return to that country must first apply for a pardon from the Clemency and Pardons Division of the National Parole Board. Those unable to obtain a



Canadian authorities are cracking down on port security. Pictured here is part of Deltaport, Vancouver's largest container terminal.

pardon may still apply for a temporary resident permit.

More information from the consulate on this subject is available on the internet at:

http://www.dfait-maeci.gc.ca/can-am/new_york/visas/inadmissible-en.asp

Additionally, the contact information for the New York office is as follows:

Consulate General of Canada
1251 Avenue of the Americas
New York, NY 10020-1175

Tel: (212) 596-1628, Fax: (212) 596-1790
e-mail: cngny@international.gc.ca

The SIU executive board plans to meet with the SIU of Canada executive board in the near future to more closely study this situation and refine strategies for addressing it, since it impacts Seafarers.

Meanwhile, masters on a number of U.S.-flag ships that sail to Canada have been reminded to send a crew list to the Canada Border Services Agency and request that it be reviewed as soon as possible to help prevent problems. Similarly, individual crew members having a criminal record or DUI/DWI conviction should notify the ship's master prior to sailing to Canada.

Documentary Tells 'Story of America's Seafaring Women'

A new documentary, written and directed by the same person who produced the award-winning film "The Men Who Sailed the Liberty Ships," looks at life aboard ship for women in the U.S.-flag industry.

Maria Brooks' newest production is an hour-long DVD titled "Shipping Out: The Story of America's Seafaring Women." The SIU assisted in the documentary by helping arrange shipboard interviews and also donating to the project.

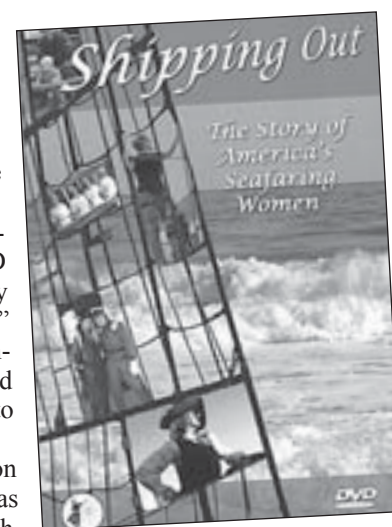
The show was broadcast on various PBS stations in March as part of Women's History Month, and it has received several very positive reviews.

One labor publication described "Shipping Out" as "a comprehensive, spirited look at the women of today who sail the seas for a living. The video documentary opens with striking images of intrepid women on tankers and tugs, climbing on board containerships, piloting through dangerous waters, and yes, even cooking up a gourmet meal in a ship's galley.

"Over the next 56 minutes, the viewer gets to know a dynamic, diverse group of women who have been drawn to the merchant marine, not just in the last 20 years since significant restrictions have been lifted on women's access to these jobs, but as far back as the late 1800s, when women disguised themselves as men to be able to ship out."

Brooks said she found it "refreshing" to meet her interview subjects. "I was awed by their daunting, their daring. It's as if they've tested themselves and proven something to themselves," she said.

"Shipping Out" is available on DVD for \$24.95 plus \$4 mailing. Make checks payable to: Waterfront Soundings Productions, 3252 Kempton Avenue, Oakland, CA 94611. An accompanying study guide (sporting a union bug) is available for \$5.00 or can be downloaded for free at www.shippingoutvideo.com. For more information send email to WFSoundings@aol.com.





**DECK
DEPARTMENT
TRAINING**



UPGRADE FOR A BRIGHTER FUTURE



In an era when training for mariners is more important than ever, the Seafarers-affiliated Paul Hall Center for Maritime Training and Education offers cutting-edge courses designed to help students advance their careers.

Based in Piney Point, Md., the school features upgrading classes in all three shipboard departments—deck, engine and steward. The Paul Hall Center also conducts safety and specialty courses for all mariners such as basic and advanced fire fighting, STCW Basic Safety Training (BST), oil spill containment and much more. Overall, the school runs more than 40 U.S. Coast Guard-approved classes.

Named after an outstanding past president of the SIU, the Paul Hall Center opened in 1967. In addition to the upgrading courses, the school also is known for its unlicensed apprentice program, available to students just entering the industry. The center also provides academic support and boasts programs for a GED and college degrees. In addition, it features a program for military veterans who possess sea time that can help them transition into the U.S. Merchant Marine.

For those already sailing, upgrading is the way to go. Combined with Coast Guard-required sea time, upgrading courses such as AB, QMED-Pumpman, Certified Chief Cook and many others help enable mariners to advance their ratings and earn a better living.

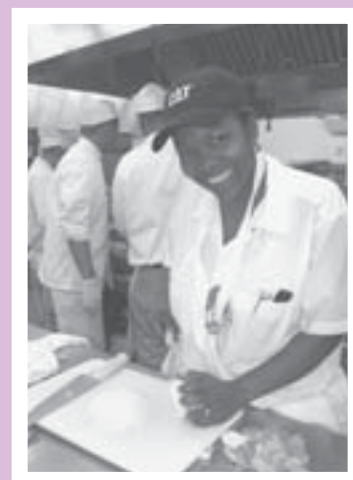


**SAFETY/SPECIALTY
TRAINING**

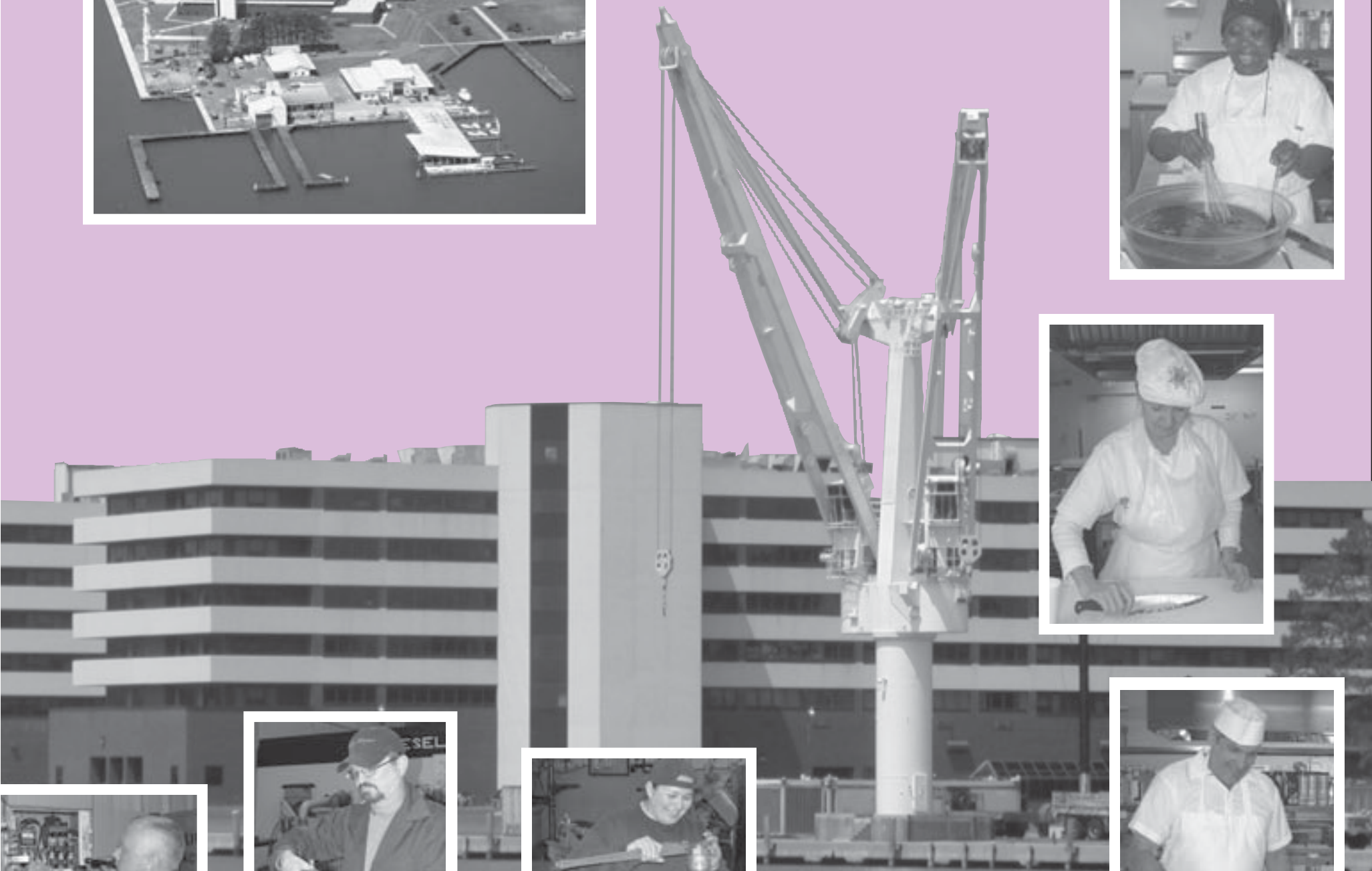


**ENGINE
DEPARTMENT
TRAINING**





STEWARD DEPARTMENT TRAINING



For More Information on Upgrading

- Visit the Paul Hall Center section of www.seafarers.org for up-to-date course dates and class descriptions.
- Check page 21 of this edition of the *LOG* for upcoming course dates. Every issue of the *LOG* includes such a list.
- Contact the admissions office at
 Paul Hall Center
 Admissions Office
 P.O. Box 75
 Piney Point, MD 20674-0075
 or by calling (301) 994-0010, extension 5220

Letter to the Editor

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

Remembering the Luckenbach

I was quite surprised when I saw the picture of the *Katrina Luckenbach* [February 2006 LOG, page 16]

In 1945, I was aboard the *J.L. Luckenbach* and loading for the South Pacific.

For the benefit of the younger brothers and sisters of today's merchant marine, following are some of the conditions under which we worked:

1. There were nine watchstanders to a room—with one fan.
2. The shower was on the stern—with no door.
3. The showerhead produced lots of steam and very little water.
4. One day out to sea the refrigerator quit. My first thought was: this is going to be a long,

hot, hungry trip.

5. Another day at sea, a fire broke out in the engine room. The crew had the fire out in 15 minutes, but damage was done. We bobbed around for two days. During this time, however, there was news that the war with Japan would be over soon. The engineers made some temporary repairs and we limped back to New Orleans on one screw (this was a twin-screw ship with 7 hatches).

Upon arriving at the anchorage in New Orleans, a big party was going on in town. You could hear the hollering all the way out to the ship.

But guess what: they did not let us ashore. So the boys found out how to get beer out of the No. 6 hatch—and we had our own party.

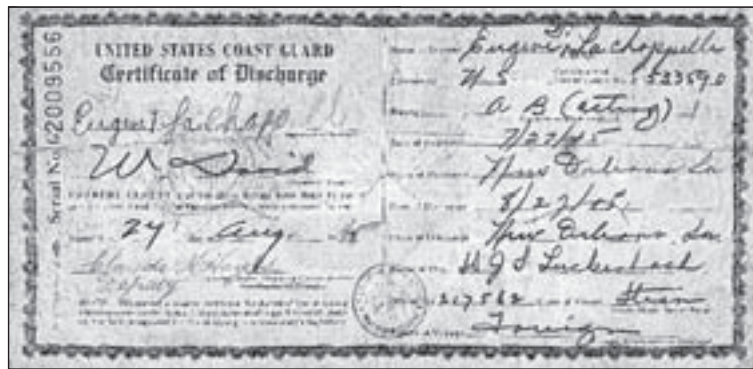
I would like to mention that I had my 17th birthday on this ship as well.

The following day or so, the NMU pulled us off the ship and I thought to myself, good.

I walked over to the SIU hall and caught the Waterman ship *Antinous*.

My last ship was the *Gopher State* in 1991.

Gene T. Lachappelle
Big Bay, Mich.



Above is a copy of Brother Lachappelle's certificate of discharge from the *J. L. Luckenbach*, dated Aug. 27, 1945 in New Orleans.

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.

THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

Polo Shirt

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



Fenway Jacket

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



Clipper Watch

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

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE
WWW.SEAFARERS.ORG

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2006

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	0	4	1	0	3	0	1	0	4	2
Anchorage	0	5	2	0	3	3	1	0	10	2
Baltimore	6	7	2	5	3	2	0	7	12	2
Fort Lauderdale	8	15	9	4	5	4	1	19	35	9
Guam	2	6	2	3	1	1	0	4	12	2
Honolulu	7	5	3	10	7	1	3	11	12	4
Houston	31	24	19	23	15	9	14	71	51	36
Jacksonville	36	26	7	21	14	3	18	55	45	19
Joliet	0	2	2	0	1	1	1	0	3	1
Mobile	12	10	1	6	7	2	1	19	14	4
New Orleans	11	7	3	14	4	2	7	28	14	8
New York	34	18	13	19	12	3	10	76	42	23
Norfolk	10	26	4	5	13	4	7	20	33	12
Philadelphia	3	3	1	3	2	0	2	5	6	2
Piney Point	0	6	1	0	12	1	2	1	7	1
Puerto Rico	7	6	3	5	13	4	4	9	10	1
San Francisco	17	7	4	13	8	3	11	29	15	6
St. Louis	1	7	2	1	4	0	0	1	11	4
Tacoma	30	30	11	23	16	5	19	59	58	24
Wilmington	26	17	4	14	18	4	7	50	37	16
Totals	241	231	94	169	161	52	109	464	431	178
ENGINE DEPARTMENT										
Algonac	1	1	1	1	1	0	0	0	1	3
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	3	3	2	3	4	1	0	4	7	2
Fort Lauderdale	9	5	2	3	4	1	0	13	12	4
Guam	2	4	0	1	2	0	0	2	6	0
Honolulu	4	7	3	8	4	0	1	7	7	7
Houston	21	11	5	11	4	5	3	23	23	10
Jacksonville	25	15	5	14	9	2	9	33	32	9
Joliet	1	0	1	1	1	0	0	1	0	1
Mobile	4	5	1	5	3	0	4	7	8	4
New Orleans	7	3	1	3	2	0	2	10	6	1
New York	12	14	7	9	6	5	7	23	23	11
Norfolk	7	13	4	6	3	3	4	12	19	8
Philadelphia	1	1	0	1	3	0	1	1	6	0
Piney Point	3	2	2	2	0	0	0	4	4	3
Puerto Rico	2	1	1	0	4	0	1	6	1	2
San Francisco	5	7	1	4	3	1	2	13	15	5
St. Louis	2	2	0	0	2	0	1	3	6	0
Tacoma	10	19	4	8	13	5	7	23	27	4
Wilmington	10	12	7	12	8	4	7	15	12	13
Totals	129	126	47	92	77	27	49	200	215	87
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	0	0	1	0	0	1	5	1	1
Fort Lauderdale	5	7	1	2	3	0	2	6	13	5
Guam	2	0	0	0	1	0	0	3	4	0
Honolulu	10	6	0	8	2	0	6	23	12	1
Houston	19	2	3	7	2	1	6	38	8	7
Jacksonville	11	11	3	6	5	3	3	27	24	7
Joliet	0	0	0	0	0	0	0	1	0	1
Mobile	4	4	0	4	4	0	3	6	9	2
New Orleans	4	2	0	7	0	0	2	6	6	3
New York	22	10	1	13	3	0	4	35	19	5
Norfolk	11	9	4	6	6	0	5	14	22	7
Philadelphia	2	0	0	0	1	0	1	4	0	0
Piney Point	1	2	0	0	2	0	2	5	4	0
Puerto Rico	0	2	0	2	0	0	0	1	4	0
San Francisco	25	4	0	16	1	0	6	45	7	0
St. Louis	1	1	0	0	0	0	0	3	2	1
Tacoma	19	7	1	11	7	0	6	32	11	3
Wilmington	23	4	5	18	3	0	8	42	12	9
Totals	164	71	18	101	40	4	55	297	158	52
ENTRY DEPARTMENT										
Algonac	0	2	2	0	0	0	0	1	3	5
Anchorage	0	1	3	0	2	2	0	0	4	5
Baltimore	0	10	2	0	2	2	0	0	10	2
Fort Lauderdale	0	7	4	0	3	5	0	0	12	17
Guam	0	1	4	0	1	0	0	0	2	7
Honolulu	2	6	7	3	3	4	0	3	15	13
Houston	6	15	23	2	11	2	0	9	36	39
Jacksonville	2	12	19	0	10	7	0	4	23	26
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	1	9	3	0	2	2	0	1	10	5
New Orleans	1	4	3	1	4	0	0	3	7	7
New York	3	34	21	3	10	7	0	6	68	37
Norfolk	1	12	12	0	4	11	0	1	22	23
Philadelphia	0	0	0	0	0	0	0	0	0	0
Piney Point	0	4	24	0	14	26	0	0	12	15
Puerto Rico	2	2	0	0	1	0	0	2	3	1
San Francisco	5	10	5	2	8	2	0	8	17	14
St. Louis	0	1	0	0	0	0	0	0	2	1
Tacoma	4	13	13	4	8	9	0	6	27	21
Wilmington	2	4	12	0	4	7	0	3	11	22
Totals	29	147	157	15	87	86	0	47	284	261
Totals All Departments	563	575	316	377	365	169	213	1,008	1,088	578

*"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 2006 Membership Meetings

Piney PointMonday: June 5, July 3

AlgonacFriday: June 9, July 7

BaltimoreThursday: June 8, July 6

BostonFriday: June 9, July 7

GuamThursday: June 22, July 20

HonoluluFriday: June 16, July 14

HoustonMonday: June 12, July 10

JacksonvilleThursday: June 8, July 6

JolietThursday: June 15, July 13

MobileWednesday: June 14, July 12

New OrleansTuesday: June 13, July 11

New YorkTuesday: June 6

.....Wednesday: July 5*

.....(*change created by Independence Day holiday)

NorfolkThursday: June 8, July 6

PhiladelphiaWednesday: June 7, July 5

Port EvergladesThursday: June 15, July 13

San FranciscoThursday: June 15, July 13

San JuanThursday: June 8, July 6

St. LouisFriday: June 16, July 14

TacomaFriday: June 23, July 21

WilmingtonMonday: June 19, July 18

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

Personals

ARTIS GILMORE

Please get in touch with Diane Murphy at 52 Heath Lane, Bath, Maine 04530.

SDRF Contributions

The last few editions of the *Seafarers LOG* included lists of individuals who have contributed to the Seafarers Disaster Relief Fund (DSDRF). Since then, additional contributions were received from the following individuals.

Kevin Nolan
Joshua McDaniel

In addition, a contribution was made by the American Maritime Officers in memory of Brother Stephen Judd.

HIPAA Privacy Notice

The Health Insurance Portability and Accountability Act of 1996 (HIPAA) is a comprehensive federal law which established standards and requirements for the electronic transmission of medical claims and mandated the adoption of privacy rules to protect the confidentiality of personal health information.

The purpose of HIPAA's privacy rules is to safeguard "Protected Health Information" that is shared between hospitals, doctors' offices, and health plans. The HIPAA Privacy Rules give Seafarers Health and Benefits Plan participants more control over their health information, limit the use and release of health or claim records, and establish appropriate safeguards to protect the privacy of health information. The Seafarers Health and Benefits Plan Notice of Privacy Practices is available on the seafarers.org web site or by requesting a copy of the notice from the Plan. If you wish to request a copy of this notice, you may write to: Privacy Officer, Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746.

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 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/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

MARCH 16 — APRIL 15, 2006

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	8	2	0	4	0	0	0	17	11	2
Houston	17	2	2	17	1	1	4	33	10	2
Jacksonville	1	0	1	2	1	1	1	2	2	0
New Orleans	4	0	1	5	0	0	0	15	9	2
New York	15	8	0	9	2	0	4	46	19	0
Norfolk	0	2	1	1	2	1	2	0	0	0
Tacoma	3	1	0	3	2	0	1	1	1	0
Wilmington	2	0	3	3	0	2	0	1	2	1
Totals	50	15	8	44	8	5	12	115	54	7
ENGINE DEPARTMENT										
Boston	3	1	0	2	0	0	0	7	2	1
Houston	6	0	0	4	0	0	2	16	7	1
Jacksonville	1	1	4	1	1	4	1	2	0	1
New Orleans	1	0	0	0	0	0	0	4	3	2
New York	7	2	0	3	1	0	3	19	8	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	2	0	0	2	1	4	0	0
Totals	18	4	6	10	2	6	7	52	20	5
STEWARD DEPARTMENT										
Boston	2	0	0	1	0	0	0	9	2	1
Houston	6	1	1	2	0	1	1	16	7	0
Jacksonville	1	0	3	0	0	3	1	5	1	2
New Orleans	1	1	0	0	0	0	0	3	2	1
New York	4	3	0	3	3	0	5	11	9	0
Norfolk	1	1	0	0	1	0	0	2	1	1
Tacoma	0	1	0	0	1	0	0	0	0	0
Wilmington	2	0	3	2	0	3	0	0	0	0
Totals	17	7	7	8	5	7	7	46	22	5
Totals All Departments	85	26	21	62	15	18	26	213	96	17

PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by **Andrew Messana** of Framingham, Mass.

The picture at right was taken aboard the SS *John Gallup*, a Smith & Johnson Steamship vessel, in December 1947. The voyage was from New York to Lisbon, Portugal with a load of grain. In a note accompanying the photo, Messana, who sailed aboard the vessel as an FOWT, noted that the ship and its crew had just spent 18 days in Lisbon and that it was "one of the best crews I ever sailed with." The *John Gallup* paid off that voyage in New York in January 1948 and then laid up.



The photo at left shows mariners from the SS *Steel Advocate*, an Isthmian Steamship Co. vessel, in March 1948. This was a 4½-month trip from New York to the Far East, the ship's first trip under an SIU contract. While in Bombay, India (see Bombay's most famous monument, the Gateway of India, in the background), the crew rented bicycles (complete with monkeys) for the day. It, too, was a good trip with a great crew, according to Messana, who continued to sail as an FOWT on that vessel. The *Steel Advocate* paid off in Philadelphia in June 1948.

Brother Messana was a member of the SIU from 1946 to 1962.



DEEP SEA



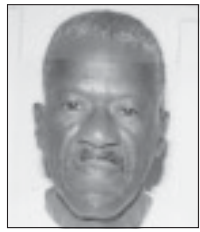
KLAUS AHMELS, 66, joined the union in 1965 in New York. Brother Ahmels sailed in the deck department

aboard vessels including the *Maiden Creek* and the *Jacksonville*. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Ahmels was born in Germany and makes his home in Neihart, Mont.

PETER CZICHOMSKI, 65, became an SIU member in 1998 in New Orleans. Brother Czichomski first sailed on



the *Maersk Colorado*. He was a deck department member and last worked aboard the *Achiever*. In 1999 and 2000, Brother Czichomski upgraded his skills at the SIU-affiliated school in Piney Point, Md. The German-born mariner now calls Lafayette, La. home.



LORIE CHRISTMAS JR., 67, embarked on his seafaring career in 1964 in New York. Born in New Orleans,

Brother Christmas shipped in the engine department. His first ship was the *Los Angeles*. Brother Christmas attended the union-affiliated school in Piney Point, Md. on numerous occasions. He is a resident of Marietta, Ga.

JUAN GONZALEZ JR., 63, began sailing with the Seafarers in 1969 from the port of Houston. Brother



Gonzalez's first voyage was on the *Windjammer Polly*. Born in Progreso, Texas, he worked in the steward department. Brother Gonzalez enhanced his seafaring skills in 2001 at the Piney Point school. He most recently sailed aboard the *Cape Trinity*. Brother Gonzalez is a resident of his native state.

NORMAN JOHNSON, 65, joined the MC&S (Marine Cooks & Stewards) in 1970 in the port of San Francisco. Brother Johnson first sailed on the *Maunalei* in the steward department. He upgraded his seafaring skills at the Paul Hall Center in Piney Point, Md. Brother Johnson was born in California and last worked aboard the *Kauai*. He lives in his native state.

ARVEL JONES JR., 65, joined the SIU in 1991 in Piney Point,

Md. Brother Jones first sailed on the *Equality State* in the engine department. He was born in Birmingham, Ala. Brother Jones' most recent voyage was aboard the *USNS Washington*. He lives in Cherokee Village, Ark.

WILLIAM KRATSAS, 64, became an SIU member in 1959 in the port of Baltimore, Md. Brother Kratsas first sailed on the *Dorothy*. The deck department member was born in Newport News, Va. Brother Kratsas attended classes at the Paul Hall Center in 1982 and 2000. Prior to his retirement, he sailed on the *Eugene A. Obregon*. Brother Kratsas resides in LaPlace, La.

MOHAMED MUTHANNA, 71, launched his SIU career in 1982 in New York. Brother Muthanna was born in Yemen and shipped in the steward department. His first voyage was on the *Aleutian Developer*. Brother Muthanna last worked aboard a Bay Ship Management vessel. He upgraded his skills on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. Brother Muthanna makes his home in Dearborn, Mich.



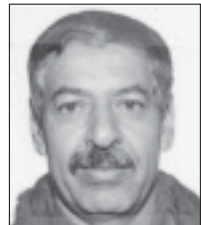
OREN PARKER, 70, hails from Louisiana. Brother Parker began his seafaring career in 1993 in New Orleans,

first shipping on the *USNS Regulus*. He sailed in the steward department and upgraded his skills in 1995 at the Paul Hall Center. Brother Parker last went to sea aboard the *Liberty Glory*. He makes his home in Mississippi.

JAMES ROSE, 65, joined the SIU ranks in 1970 in Piney Point, Md. Brother Rose first sailed aboard a Michigan Tankers vessel. The steward department member was born in New York. Brother Rose most recently shipped on the *Dewayne T. Williams*. He enhanced his skills in 1988, 2000 and again in 2001 at the union-affiliated school in Piney Point. Brother Rose resides in Pittsburgh, Pa.

LAWRENCE ROSE, 71, joined the SIU in 1990. Brother Rose upgraded often at the Paul Hall Center. His first ship was the *Cape Horn*. Brother Rose is a native of Brooklyn, N.Y. Prior to retiring, he worked on the *1st Lt. Harry Martin*. Brother Rose now calls Melbourne, Fla. home.

MOHAMED SALEH, 65, began sailing with the Seafarers in 1970. Brother Saleh worked in deck department. Born in Arabia, his most recent voyage was on the *Horizon Consumer*. Brother Saleh makes his home in San Francisco, Calif.



Welcome Ashore

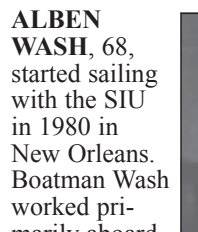
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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

EFSTRATIOS ZOUBANTIS, 69, became an SIU member in 1966 in New Orleans. Brother Zoubantis sailed in both the deep sea and inland divisions. He first sailed aboard a Gulf Canal Lines vessel. Brother Zoubantis was a deck department member. Born in Greece, he last shipped on the *Sulphur Enterprise*. Brother Zoubantis attended classes at the SIU-affiliated school in 2000. He makes his home in Slidell, La.

INLAND



HARRY BRYAN, 67, embarked on his seafaring career in 1984. Boatman Bryan shipped primarily on Crowley vessels. The New Jersey native currently resides in Hazleton, Pa.



ALBEN WASH, 68, started sailing with the SIU in 1980 in New Orleans. Boatman Wash worked primarily aboard Delta Queen Steamship Co. vessels as a member of the steward department. He hails from Kentucky and resides in Natchez, Miss.

GREAT LAKES

PAUL ALLERS, 67, was born in Michigan. Brother Allers joined the union in 1963. He sailed pri-



CARMEN POWELL, 66, became an SIU member in 1969. His first ship was the *Del Valle*. Brother Powell shipped as a member of the engine department in both the deep sea and Great Lakes divisions. The Michigan-born mariner last sailed on the *Indiana Harbor*. Brother Powell calls Manistique, Mich. home.



DONALD SAUSMAN, 58, joined the union in 1965 in the port of Duluth, Minn. In 2002, Brother Sausman attended the Paul Hall Center in Piney Point, Md. to enhance his seafaring skills. His first journey to sea was aboard the *Huron Portland Cement*. Brother Sausman shipped in the deck department, most recently on the *Presque Isle*. He continues to live in his native state of Minnesota.

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

marily aboard vessels operated by Arnold Transit Company. The deck department member now lives in Mackinaw City, Mich.

CICERO DOOLEY, 62, was born in Arkansas. Brother Dooley joined the NMU in 1967, initially sailing from San Pedro, Calif. His first ship was the *Adelphi Victory*; his last was the *Cape Victory*. Brother Dooley shipped as a member of the steward department.

RAYMOND SHAFFER, 67, became an NMU member in 1995. Brother Shaffer's first voyage was aboard the *Cape Henry*. He was born in Pennsylvania and worked in the engine department. Brother Shaffer most recently shipped on the *Cape Decision*.

ARNOLD SMITH, 70, began his employment with the NMU in 1966 in the port of New York. Brother Smith first shipped on the *Coastal Crusader*. His most recent voyage was aboard the *Argonaut*.

In addition to the individuals listed above, the following NMU pensioners retired on the dates indicated.

NAME	AGE	EDP
Frazer, Thomas	65	April 1
Linwood, Elwood	64	Mar. 1
Marcelle, Max	68	April 1
Thompson, Charles	65	Mar. 1
Waldron, Basil	70	April 1
Williams, Wilfredo	64	Mar. 1

Reprinted from past issues of the Seafarers LOG.

1941

The *S.S. Robin Moor*, an SIU ship, was the first U.S.-flag vessel to be sunk by the Germans (May 21). The crew was given 20 minutes by the German submarine commander to leave the vessel. After the crew launched the lifeboats, and were approximately one mile from the ship, the German submarine torpedoed the *Robin Moor*, sinking it. The attack eventually helped lead to all American-flag ships being armed and supplied with gun crews.

1951

Another smashing precedent was established in maritime this week when the SIU's Atlantic and Gulf District won from a majority of its contracted operators agreement to a revolutionary, industry-wide plan which guarantees all Seafarers two weeks of paid vacations for each 12 months of service. Under terms of a memorandum agreement signed on May 15, the operators granted the union's demand for a vacation plan that will assure Seafarers of an opportunity to collect their vacations on the basis of the time worked, regardless of how many companies they are employed by throughout the year.

As a result of the precedent-making agreement, the operators will pay into a central fund an amount—as yet undetermined—for each

man per working day. Each Seafarer will collect his vacation pay from the central fund on the prorated basis of the number of days worked during the previous 12-month period.

1961

Danish seamen, whose strike ended May 15, have thanked the SIU for its support. In a cable from Copenhagen to SIUNA President Paul Hall, the Danish seamen's unions expressed appreciation for "your fraternal cooperation and demonstration of sympathy."

The strike of the Danish Sailors and Firemen's Unions ended early this month when the Danish transport unions voted to go back to work. The Danish seamen here turned to May 15 after ratifying their new contract. The strike in U.S. ports was supported by American maritime unions including affiliates of the SIUNA and the International Longshoremen's Association.

1971

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

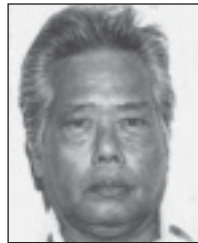
The SIU is leading a campaign to muster Congressional support to strengthen the Jones Act.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

RESTITUTO BERNADAS



Pensioner Restituto Bernadas, 84, passed away Oct. 2. Brother Bernadas joined the union in 1952 in New York. His first ship was the *Arizpa*, on which he worked in the engine department. Brother Bernadas, who was born in Philadelphia, last sailed aboard the *Aurora*. He retired in 1985 and lived in New Orleans.

ROBERT BLACKWELL



Pensioner Robert Blackwell, 74, died Dec. 24. Brother Blackwell began his seafaring career in 1967, first sailing on the *Steel Vendor* and most recently sailing aboard the *Patriot*. The engine department member was born in Idaho. Brother Blackwell retired in 1997 and made his home in Yreka, Calif.

LEONARD CHING



Pensioner Leonard Ching, 80, passed away Oct. 19. Brother Ching became a member of the MC&S (Marine Cooks & Stewards) in 1960 in the port of San Francisco. He initially shipped aboard a States Steamship vessel. Brother Ching was a native of Hawaii. The U.S. Army veteran retired in 1988 after sailing on the *Lurline*. He called Honolulu home.

TOMMY CUFFEE

Brother Tommy Cuffee, 32, died Nov. 9. He joined the SIU in 1997 in Norfolk, Va. The Virginia-born mariner sailed as a member of the deck department, primarily on vessels operated by Intercoastal American Shipping, including the *Flickertale State* and *Cornhusker State*. Brother Cuffee was a resident of his native state.

JOHN FEDIOW



Pensioner John Fediow, 93, passed away Nov. 27. Brother Fediow was born in Plains, Penn. He joined the SIU in 1951 in New York, first sailing aboard the *Trinity*. He worked in the deck department. Prior to retiring in 1977, Brother Fediow shipped aboard a Michigan Tankers Inc. vessel. He continued to live in Pennsylvania.

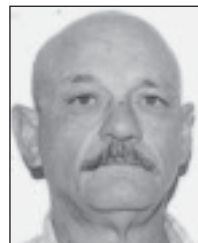
ERNEST GIBBONS



Pensioner Ernest Gibbons, 80, died Dec. 7. Brother Gibbons joined the SIU ranks in 1980. He was born in Cornwell, N.Y. and worked in the steward department. Brother Gibbons sailed on the *Independence* for most of his career, first when it was called the *Oceanic Independ-*

dence and later, when it was renamed the *Independence*. Brother Gibbons started receiving his pension in 1990. He made his home in Walden, N.Y.

ROBERT GOODSON



Brother Robert Goodson, 58, passed away Jan. 16. He began his seafaring career in 1994 in the port of Houston. Brother Goodson first worked aboard Crowley Towing of Texas vessels. He was born in Texas and sailed as a member of the deck department. Brother Goodson most recently shipped on the *Florida*. He settled in Pasadena, Texas.

MASON HALL



Pensioner Mason Hall, 83, died Oct. 16. Brother Hall began his SIU career in 1944 in the port of Norfolk. His first ship was the *Golden City*; his last was the *Santa Magdalena*. Brother Hall resided in his native California. He started collecting his retirement pay in 1983.

ROBERT HALL



Brother Robert Hall, 50, passed away Jan. 20. Born in Oakland, Calif., he joined the union in 1997 in San Francisco. Brother Hall shipped in the engine department, initially aboard the *Summer*. His most recent voyage was on the *Equality State*. Brother Hall made his home in California.

DOLPH HOLM



Pensioner Dolph Holm, 78, died Nov. 7. Brother Holm was born in Iceland and began sailing with the SIU in 1951 in New York. Brother

Holm initially shipped with Isbrandtsen Company as a member of the deck department. His last voyage was aboard the *Houston*. Brother Holm retired in 1987. He called Babylon, N.Y. home.

CLEO JONES



Pensioner Cleo Jones, 70, passed away Dec. 10. Brother Jones became an SIU member in 1957. Born in Alabama, he worked in the steward department. Brother Jones first sailed on the *Alcoa Polaris*. Before retiring in 1997, he shipped on the *Overseas Valdez*. Brother Jones was a resident of Houston.

WILLIAM JONES



Pensioner William Jones, 89, died Oct. 12. Brother Jones embarked on his seafaring career in 1944. The engine department member first

sailed on a Sea-Land Service vessel. Brother Jones was a native of Elizabeth, Pa. His last voyage was aboard the *Overseas Arctic*. Brother Jones lived in Trinity, Texas.

PABLO LOPEZ



Pensioner Pablo Lopez, 83, passed away Dec. 17. Brother Lopez joined the union in 1951 in Seattle. He was born in the Philippines and shipped in the steward department. Brother Lopez first sailed on a Bull Steamship vessel. Prior to his retirement, he sailed aboard the *Overseas Harriette*. Brother Lopez resided in King, Wash.

ARTHUR MAILLET



Pensioner Arthur Maillet, 82, died Nov. 14. Brother Maillet became a Seafarer in 1951, first sailing aboard a Delta Steamship Lines vessel. The engine department member was born in Marksville, La. He last sailed on the *Stonewall Jackson*. Brother Maillet started receiving his retirement stipends in 1984 and made his home in Destrehan, La.

DONALD MORGAN



Pensioner Donald Morgan, 63, passed away Oct. 19. Brother Morgan began his SIU career in 1967. He was born in Baltimore and shipped in the engine department. Brother Morgan first sailed on the *Steel Vendor*; he last sailed on the *Overseas Chicago*. His home was in Brinnon, Wash.

JOHNNIE OPRY

Brother Johnnie Opry, 55, died Dec. 2. He was born in Cincinnati, Ohio and joined the union in 2001 in Houston. Brother Opry shipped aboard the *Commitment* and the *Lawrence Gianella* as a member of the deck department. He called Galveston, Texas home.

PHILIP PARDOVICH



Pensioner Philip Pardovich, 70, passed away Nov. 8. Brother Pardovich became a union member in 1958 in New York. He sailed in both the deep sea and inland divisions as a member of the engine department. Brother Pardovich's final voyage was on the *Newark Bay*. The New York native was a resident of Florida.

FLOYD PAYTON



Pensioner Floyd Payton, 78, died Nov. 11. Brother Payton joined the ranks of the SIU in 1966. His first voyage was on the *Jefferson City*, where he worked in the steward department. Brother Payton was born in North Carolina. Prior to retiring in 1992, he sailed on the *Innovation*. Brother Payton called Norfolk, Va. home.

MICHAEL PIERCE

Brother Michael Pierce, 56, passed away Nov. 20. He joined the union in 1990 in the port of New Orleans. Brother Pierce's first voyage was aboard the *Diamond State*. The engine department member most recently worked on the *USNS Bellatrix*. Brother Pierce lived in his native state of Louisiana.

RICHARD RIGNEY



Pensioner Richard Rigney, 77, died Oct. 16. Brother Rigney started sailing with the Seafarers in 1951 from the port of Baltimore. His first ship was the *Robin Hood*. A member of the deck department, Brother Rigney was born in Maryland. He last went to sea on the *Long Island*. Brother Rigney, who made his home in Bel Air, Md., retired in 1993.

JOHN RODRIQUEZ



Pensioner John Rodriguez, 78, passed away Oct. 3. Brother Rodriguez joined the MC&S in San Francisco. The steward department member, who lived in California, retired in 1978.

VINCENTE ROMAN



Pensioner Vicente Roman, 80, died Dec. 22. Brother Roman began his SIU career in 1966. His first voyage was aboard a Victory Carriers vessel. Born in Ponce, P.R., Brother Roman worked in the steward department. His last voyage was aboard the *Pioneer*. Brother Roman, who continued to make his home in Ponce, went on pension in 1990.

CHARLES SHAW SR.



Pensioner Charles Shaw Sr., 80, passed away Sept. 26. Brother Shaw commenced his seafaring career in 1945 in the port of Baltimore. The deck department member was born in Maryland. Brother Shaw first sailed on the *Oremar*. Before retiring in 1987, he shipped on the *Horizon Producer*. Brother Shaw resided in Maurertown, Va.

RUDOLPH SHIELDS



Brother Rudolph Shields, 54, died Oct. 9. He started sailing with the union in 1970. Brother Rudolph's earliest trip to sea was aboard the *Steel King*. He most recently shipped on the *Overseas New Orleans*. Born in Bartow, Fla., Brother Shields lived in Jacksonville.

RICHARD SPEARS

Pensioner Richard Spears, 67, passed away Oct. 19. Born in Louisiana, Brother Spears joined the SIU in 1955 in New Orleans. He



first sailed aboard the *Seagarden* in the deck department. Brother Spears last worked aboard the *Horizon Consumer*. He began his retirement in 1996 and was a resident of New Orleans.

SENETENARI TAEOTUI

Pensioner Senetenari Taeotui, 75, died Dec. 12. Brother Taeotui became a member of the MC&S in 1978 in the port of San Francisco, first sailing aboard the *Santa Mercedes*. The steward department member, who was born in Samoa, last worked aboard the *Constitution*. Brother Taeotui lived in San Francisco and went on pension in 1983.

WILLIAM TALBERT



Brother William Talbert, 55, passed away Nov. 11. He embarked on his seafaring career in 1998 in the port of Norfolk, Va. Brother Talbert first sailed aboard the *Overseas Joyce* in the deck department. He was born in Seattle. Brother Talbert's last voyage was on the *USNS Regulus*. He made his home in Yorktown, Va.

HEINZ ULRICH



Pensioner Heinz Ulrich, 85, died Nov. 7. Brother Ulrich joined the SIU in 1949 in the port of New York. The German-born mariner shipped as a member of the deck department. Brother Ulrich first went to sea aboard a Waterman Steamship vessel. His last trip was on the *LNG Capricorn*. Brother Ulrich made his home in New York. He started receiving his pension in 1990.

JOSE VIOLANGO



Pensioner Jose Violango, 82, passed away Sept. 6. Brother Violango was born in the Philippines and began his seafaring career in 1967. Brother Violango first sailed on the *Eagle Traveler* as a member of the deck department. His last vessel was the *Horizon Tacoma*. Brother Violango was a resident of Seattle. He went on pension in 1993.

MAXWELL WADLINGTON



Pensioner Maxwell Wadlington, 90, died Sept. 11. Brother Wadlington began his SIU career in 1953, first sailing on the *Government Camp*. The deck department member, who was a native of Henderson, Ky., last worked aboard the *Seattle*. He retired in 1981 and made his home in Eustis, Fla.

BOBBIE WILLIAMS

Pensioner Bobbie Williams, 76, passed away Oct. 13. Brother Williams joined the SIU in 1951. He

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.

ACHIEVER (Maersk Line Limited), March 20—Chairman **Sherman Hudson**, Secretary **John G. Reed**, Educational Director **Miguel Rivera**, Deck Delegate **Craig A. Pare**, Engine Delegate **Chromer W. Jefferson**, Steward Delegate **William Blees Jr.** Chairman advised crew members to pay dues on time. Secretary reported previous steward would be returning soon and thanked Seafarers for great trip. Educational director encouraged Seafarers to take advantage of training available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Crew requested satellite radio and TVs for all rooms as well as computer in crew lounge to be used for e-mailing family and friends. New washer and dryer also needed. Suggestion made to have vacation payments set up for direct deposit. Vote of thanks given to steward department.

CALVIN P. TITUS (APL Maritime Ltd.), March 3—Chairman **Michael S. Sinclair**, Secretary **Adrian M. Reed**, Educational Director **Richard D. Hannon**, Deck Delegate **Duane Costello**, Steward Delegate **Mauricio M. Castro**. Chairman informed crew of changes from current run (Singapore to Jakarta) to Red Sea run and noted that future changes are possible. No beefs or disputed OT reported. Bosun read e-mail regarding contract negotiations. Recommendations were made as to vacation pay and overtime wages. Heading to ports in Africa and the Middle East.

CAPE DOUGLAS (Marine Transport Lines), March 12—Chairman **Felsher Beasley**, Secretary **John D. Bukowski**, Educational Director **Rodolfo C. Cunanan**, Deck Delegate **Michael C. Penkwitz**, Engine Delegate **Abdalkerim Kassim**, Steward Delegate **Alfonso Eligio**. Chairman reported safe trip and said ship going into ROS. Secretary thanked everyone for helping keep ship clean and working together efficiently. Educational director encouraged Seafarers to upgrade at Piney Point. He reminded them that the more skills they have, the better their potential for increased earnings. He advised them to fax the form in *Seafarers LOG* to speed up application process. Treasurer stated \$2,400 in ship's fund. No beefs or disputed OT reported. Suggestion made regarding rotation rule. Crew members requested new furniture in crew lounge and cabins along with some mattresses and refrigerators. Next port: Jacksonville, Fla.

CHARGER (Maersk Line Limited), March 5—Chairman **Robert Pagan Jr.**, Secretary **Raymond S. Garcia**, Educational Director **Howard H. Hendra**, Steward Delegate **Wiley C. Owens**. Chairman noted smooth sailing. Educational director urged all mariners to upgrade seafaring skills at the Piney Point school. He requested copy of the constitution and any letters with suggestions from crew members for next con-

tract. No beefs or disputed OT reported. Treasurer stated that money in ship's fund is going toward purchase of cell phone antenna to increase reception. Next port: Los Angeles, Calif.

EL FARO (IUM), March 5—Chairman **Eric A. Berry**, Secretary **Kenneth Whitfield**, Educational Director **Keith L. Jordan Sr.** Chairman discussed safety equipment and went over ship's new run (Jacksonville, Puerto Rico, Port Everglades). He asked crew to report any needed repairs or other problems to department heads. He thanked everyone for safe, smooth trip. Secretary welcomed crew members aboard ship. Educational director advised members to upgrade at SIU-affiliated school, so the union can continue to put out good certified mariners and keep SIU strong. No beefs; disputed OT reported in deck department. President's report was read and discussed. Members expressed gratitude to President Sacco for all his hard work on behalf of the SIU. Crew requested satellite be installed. Recommendation made for union to review steward department needs aboard ship.

EL MORRO (Interocean American Shipping), March 29—Chairman **Robert T. Grubbs**, Secretary **Ivan R. Salis**, Educational Director **Fredrick W. Dougherty**, Deck Delegate **Janaro N. Jackson**, Engine Delegate **Rafael Comesana**, Steward Delegate **Nelson F. Morales**. Chairman announced March 3 payoff. He requested information on status of contract negotiations and copies of plans' financial statements. No beefs or disputed OT reported. Communication from VP Contracts George Tricker was read and discussed. Suggestions made regarding rotation time and pension benefits. Vote of thanks given to steward department for excellent food. Interesting sighting: Seafarers aboard vessel reported spotting whales as they approached Puerto Rico.

HORIZON HAWAII (Horizon Lines), March 19—Chairman **Thomas W. Grosskurth**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Isaac Vega Mercado**, Engine Delegate **Michael A. Watkins**, Steward Delegate **Jorge R. Salazar**. Chairman announced upcoming payoff in Jacksonville, Fla. He advised crew members to be vigilant with z-cards and passports and to be sure to keep all documents current. He also reminded them to have union books and dues payments ready for boarding patrolman March 24. Secretary reported great voyage and stressed importance of safety at all times. Educational director urged Seafarers to upgrade skills at Paul Hall Center and to renew documents well before they are due to expire. Captain maintains joint funds and will give report at next crew meeting. No beefs or disputed OT noted.

HORIZON PRODUCER (Horizon Lines), March 7—Chairman **Joel A. Lechel**, Secretary **William J. Bunch**, Educational Director **Douglas D. Greiner**, Deck Delegate **Cleofe B. Castro**, Steward Delegate **John Padilla**. Chairman discussed importance of headquarters being located close to the seat of political power. It gives the SIU access to elected officials who pass legislation that affects our industry. He urged crew members to contribute to SPAD, which supports the union's lobbying efforts. Educational director asked all mariners to renew all documents in sufficient time to prevent loss of work. Treasurer stated \$1,502 in ship's fund. No beefs or disputed OT reported. Crew read February 2006 *Seafarers LOG* concerning retirement of Wilmington's dispatcher, Jesse Solis. Suggestion made regarding rotary shipping. It was reported that a new deep fryer was installed in galley and a new washer in laundry room. Steward department was thanked for great living conditions they maintain on board vessel. Next port: Elizabeth, N.J.

HORIZON RELIANCE (Horizon Lines), March 19—Chairman **Kissinfor N. Taylor**, Secretary **Brenda M. Kamiya**, Educational Director **Tracy J. Hill**, Deck Delegate **Geraldine B. Carter**, Engine Delegate **Gualberto M. Salaria**. Chairman announced pay-off March 25 in Tacoma, Wash. Port agent will be present. Secretary noted great crew and smooth trip. Educational director encouraged everyone to upgrade at Paul Hall Center. She reminded crew members that document renewal takes a long time, so start early. Treasurer stated \$830.98 in ship's fund. No beefs or disputed OT reported. President's report was posted on bulletin board.

HORIZON TACOMA (Horizon Tacoma), March 19—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Juanito P. Dansalan**, Engine Delegate **Leo B. Bacall**. Chairman announced payoff to take place Feb. 29 upon arrival in Tacoma, Wash. He thanked crew members for helping keep ship clean and urged them to keep dues paid and support SPAD. Educational director encouraged mariners to take advantage of educational opportunities available at Piney Point—it's never too late to learn something new. No beefs or disputed OT reported. Thanks given to steward department for job well done.

INTEGRITY (Interocean American Shipping), March 18—Chairman **Robert V. Bakeman**, Secretary **Frances Dvoroznak**, Deck Delegate **Carl H. Peterson**, Engine Delegate **Stephen J. Riccobene**, Steward Delegate **James C. Wadsworth Jr.** Chairman expressed gratitude to fellow crew members for excellent job during clean-up following inclement weather. Members requested clarification on penalty time restrictions. Treasurer stated \$1,000 in ship's fund. No beefs or disputed OT reported. New gym equipment on order due to damage suffered during foul weather. Seafarers were reminded to clean up after themselves and empty lint catchers in dryers. Suggestions made for improving contract. Next ports: New York; Baltimore; Charleston, S.C.

CPL LOUIS J. HAUGE (Maersk Line Limited), March 17—Chairman **James J. Foley**, Secretary **David Vega**, Educational Director **John C. Brantly**, Steward Delegate **Richard Jefferson**. Bosun stressed importance of safety (including wearing

of hard hats and using proper walkways or shuttles) especially when downloading cargo and ammunition at the terminal. He also thanked crew for safe trip and recent transit through Panama Canal. Educational director offered assistance to anyone wishing to upgrade at Paul Hall Center. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

MAERSK CAROLINA (Maersk Line Limited), March 12—Chairman **Brian K. Fountain**, Secretary **Gerard L. Hyman**, Educational Director **Earl F. Ebbert**, Deck Delegate **Abdul Q. Gharama**. Chairman thanked Seafarers for safe, smooth trip.

Point, Md. Contact claims department to check status of bills. Piney Point is also the place to upgrade maritime skills. "It is your future." No beefs; disputed OT reported in engine department. After reading President's report in *Seafarers LOG* regarding sinking of Panamanian-flag ferry, crew members vowed continued commitment to safety. Suggestions made regarding pension benefits. Crew members requested satellite TV in each room. Thanks given to steward department for job well done. Next port: Tampa, Fla.

QUALITY (Maersk Line Limited), March 5—Chairman **George J. Diefenbach**, Secretary **Alexander**

Galley Gang on the Hauge



Two of the steward department members on the *CPL Louis J. Hauge Jr.* are (from left) SA Saleh Omar and Chief Cook Richard L. Jefferson. Read more about the *Hauge* on page 4.

Secretary noted 60-day stores to be brought aboard in Virginia and thanked everyone for their help keeping the vessel clean. Educational director suggested members look into classes offered at Piney Point. No beefs or disputed OT reported. Recommendation made to raise pension amounts for all ratings. Vote of thanks given to steward department for job well done. Next ports: Charleston, S.C.; Portsmouth, Va.; Newark, N.J.; Algeiras, Spain.

MAERSK VIRGINIA (Maersk Line Limited), March 26—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **Phillip R. Aytte**, Deck Delegate **Damon Lobel**. Chairman announced April 1 payoff in Newark, N.J. He reminded those departing vessel to leave cabins clean and supplied with fresh linen. He also noted the number of days since the last lost-tie accident: 1,112. Educational director urged members to enhance seafaring skills at Piney Point school. He also reminded them to keep MMDs current and allow plenty of time when renewing. No beefs or disputed OT reported. Treasurer reported DVD players and TVs to be purchased for all rooms using money from movie fund. Next ports: Charleston, S.C.; Norfolk, Va.; Newark.

OVERSEAS NEW ORLEANS (OSG Ship Management), March 27—Chairman **Samuel Duah**, Secretary **Jonathan White**, Educational Director **Larry F. Phillips**, Engine Delegate **William P. Stone**. Chairman discussed safety while working on deck and said to watch out for yourself and your shipmates. He urged all mariners to read union contract and get clarification from delegates on any questions. Educational director advised crew that medical bills are once again being paid in Piney

Banky III, Educational Director **Timothy E. Pillsworth**. Chairman thanked everyone for doing jobs well and safely. He announced March 13 payoff in Newark, N.J. and suggested Seafarers check out tax tips on pages 12 and 13 of February 2006 *Seafarers LOG*. Secretary asked all crew members to donate to SPAD. "When you do, you help yourself as well as your union brothers and sisters." Treasurer stated \$40 in ship's fund and \$800 in satellite fund. No beefs; disputed OT reported in engine department. Suggestions included that showers be fitted for mixing valves. Request made for copy of communications between company and vessel regarding OT for SIU members, and repair or replacement of crew laundry sink faucet. Certificates of recognition were awarded to Steward/Baker **Banky** and Wiper **Carlos Bonfont**. No lost-time injuries reported. Next ports: Halifax; Newark; Norfolk, Va.; Charleston, S.C.; Houston.

SBX-1 (Interocean American Shipping), March 7—Chairman **James D. Crate**, Secretary **William E. Bragg**, Educational Director **Frank G. Guenther**, Engine Delegate **Eric D. Vieira**, Steward Delegate **Larry D. Pugh**. Bosun talked about state of health care crisis and possible impact on contract negotiations. He urged members to support SPAD and become involved in labor-related issues. Secretary reported lodging claim for all crew members being paid in accordance with agreement. Educational director advised mariners to stay abreast of changes that may affect benefits and earning power. No beefs or disputed OT reported. Recommendations made pertaining to tour rotation and vacation benefits. Crew requested some form of on board entertainment system.

Final Departures

Continued from page 18



first sailed on the *Steel Apprentice*. Brother Williams was a member of the deck department. Before retiring, he worked on the *Star of Texas*. Brother Williams lived in his native Texas and began his retirement in 1991.

JAMES WILSON



Pensioner James Wilson, 66, died Dec. 8. Brother Wilson joined the union in 1968. He was born in Tulsa, Okla. and shipped as a member of the deck department. Brother Wilson first sailed aboard the *Overseas Anchor*. His most recent trip to sea was on the *USNS Mt. Washington*. Brother Wilson, who lived in Port Bolivar, Texas, went on pension in 2003.

CARLOS ZAMBRANO



Pensioner Carlos Zambrano, 89, passed away Nov. 15. Brother Zambrano launched his seafaring career in 1955 in New York. He initially worked aboard a Bloomfield Steamship Company vessel as a member of the engine department. Brother Zambrano was born in South America. His last voyage was on the *Boston*.

INLAND

RICHARD BARALDI



Boatman Richard Baraldi, 61, died July 26. He joined the union in 1962 in the port of Philadelphia. Boatman Baraldi first went to sea aboard a ship operated by Meyle Towing Company. His last voyage was on a Moran Towing of Philadelphia vessel. Boatman Baraldi, who was born in Pennsylvania, made his home in Sickleville, N.J.

RICHARD CONNER



Pensioner Richard Conner, 87, passed away Nov. 20. Boatman Conner began sailing with the SIU in 1961 in the port of Philadelphia. His first voyage was aboard a Meyle Towing Company vessel, and he last worked on a vessel operated by American Towing & Transportation. Boatman Conner is a native of Conestoga, Pa. He retired in 1980 and lived in Boyertown, Pa.

ORIS DANTIN



Pensioner Oris Dantin, 83, died July 28. Boatman Dantin became an SIU member in 1962. He shipped primarily on vessels

operated by Dixie Carriers. Boatman Dantin began receiving his pension in 1981. He made his home in Harvey, La.

JAMES FRAZEE



Pensioner James Frazee, 75, passed away Oct. 27. Boatman Frazee embarked on his seafaring career in 1963. Born in Crowley, La., he sailed mainly aboard vessels operated by Hvide Marine. Boatman Frazee started collecting his retirement pay in 1992. He called Groves, Texas home.

THOMAS GUIDRY



Pensioner Thomas Guidry, 58, died Sept. 7. Born in Orange, Texas, he joined the SIU in 1979. Boatman Guidry first shipped aboard the *Seabulk Tanker*. He began receiving compensation for his retirement in 2005 and was a resident of Hemphill, Texas.

FRANCIS HOPE



Pensioner Francis Hope, 83, passed away Nov. 16. Boatman Hope joined the SIU in 1960 in the port of Norfolk, Va. Born in Cape Charles, Va., he last sailed aboard a Penn Central Transportation vessel. Boatman Hope lived in Marionville, Va. and retired in 1982.

JIMMY JACKSON



Pensioner Jimmy Jackson, 73, died July 16. Boatman Jackson launched his seafaring career in 1951 in the port of San Francisco. He first worked on a P. F. Martin Company vessel in the steward department. Prior to retiring in 1987, Boatman Jackson sailed aboard Crowley Towing and Transportation vessels. He resided in Kingsland, Texas.

STANLEY PAUL



Pensioner Stanley Paul, 86, passed away Nov. 1. Boatman Paul started shipping with the SIU in 1962 from the port of Norfolk, Va. His last voyage was aboard a Moran Towing of Virginia vessel. Boatman Paul made his home in his native Beaufort, N.C.

ROBERT PETRLAK



Pensioner Robert Petrlak, 81, died Jan. 3. Boatman Petrlak joined the union in 1981 in Jacksonville, Fla. The steward department member was born in New York. Boatman Petrlak last went to sea on

a Crowley Towing & Transportation vessel. Boatman Petrlak retired in 1992 and made his home in Jacksonville.

JOSEPH PISCITELLO



Pensioner Joseph Piscitello, 89, passed away Oct. 23. Boatman Piscitello became an SIU member in 1980. He was born in Framingham, Mass. Boatman Piscitello's last voyage was aboard the *American Eagle*. He started collecting his pension in 1981 and resided in Massachusetts.

MELVIN RAINIER



Pensioner Melvin Rainier, 83, died July 15. Boatman Rainier was born in Virginia. He joined the SIU in 1960. Boatman Rainier last worked on a Penn Central Transportation vessel. He retired in 1982 and lived in his native state.

CHARLIE RUPERTI



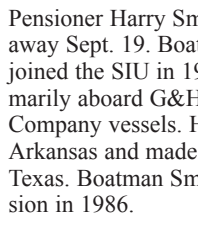
Pensioner Charlie Ruperti, 74, passed away July 29. Boatman Ruperti embarked on his seafaring career in 1963. His first trip was aboard a Capital Transportation Corporation vessel. Prior to retiring in 1996, Boatman Ruperti shipped with McAllister Towing of Virginia. He was a resident in his native Virginia.

CHARLES SHORES



Pensioner Charles Shores, 90, died July 20. Boatman Shores began sailing with the union in 1961, first working on a Meyle Towing Company vessel. Born in Maryland. Boatman Shores last shipped on a McAllister Towing of Philadelphia vessel. He settled in New Jersey and became a pensioner in 1988.

HARRY SMITH



Pensioner Harry Smith, 78, passed away Sept. 19. Boatman Smith joined the SIU in 1962, working primarily aboard G&H Towing Company vessels. He was born in Arkansas and made his home in Texas. Boatman Smith went on pension in 1986.

STERLING SPENCER



Pensioner Sterling Spencer, 58, died Sept. 14. Boatman Spencer joined the SIU in 1974. He shipped primarily aboard vessels operated by Crescent Towing & Salvage of New Orleans. Boatman Spencer was a member of the deck department. He was born in New Orleans and lived in Harvey, La. Boatman Spencer started receiving compensation for his retirement in 2003.

JAMES TODD



Pensioner James Todd, 66, passed away Dec. 3. Boatman Todd began sailing with the SIU in 1963. His first ship was operated by Gulf Canal Lines. Boatman Todd was born in Amite, La. Before retiring in 1993, he worked aboard vessels operated by Crescent Towing & Salvage of New Orleans. Boatman Todd called Livingston, La. home.

CALVIN WAGNER JR.



Boatman Calvin Wagner Jr. died Sept. 1. He joined the union in 1975. Boatman Wagner began sailing aboard vessels operated by G&H Towing Company and most recently worked on the *Cape Florida*. The Texas-born mariner was a member of the engine department. Boatman Wagner made his home in Texas City, Texas.

JOHN WARD



Pensioner John Ward, 79, passed away Sept. 13. Boatman Ward was born in Missouri. He joined the SIU in 1972. Boatman Ward shipped primarily aboard Maritrans Operating Company vessels. The deck department member lived in Baltimore, Md. and went on pension in 1988.

JOHN WISE

Pensioner John Wise, 88, died Oct.



4. Boatman Wise joined the SIU in 1964 and sailed in both the inland and deep sea divisions. His first voyage was aboard a National Marine Service Inc. vessel. Born in Enterprise, Ala., Boatman Wise's most recent trip to sea was on a Michigan Tankers Inc. vessel. He lived in Pensacola, Fla. and retired in 1979.

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.

NAME	AGE	DOD
Alindato, Antonio	90	Jan. 20
Banner, Stewart	89	Jan. 16
Coulombe, Gerard	83	Mar. 7
Davis, William	79	Mar. 10
Desiderato, Nicola	80	Mar. 8
Dominguez, Lloyd	74	Mar. 1
Estay, German	76	Mar. 16
Holtz, Anthony	83	Feb. 26
Johnson, Clarence	83	Mar. 24
Johnson, Robbie	75	Mar. 6
Lindsay, Herbert	98	Oct. 25, 2005
Madarang, Felino	95	Feb. 14
Moore, William	63	Feb. 3
Nelson, Joe	71	Feb. 11
Parrilla, Juan	98	Mar. 21
Quiroga, Abilio	92	Feb. 13
Seck, Issakha	85	Feb. 26
Thompson, Isiah	82	Nov. 21, 2005
Valentine, Robert	69	Mar. 16
Varela, Alfredo	77	Mar. 10
Velez, Gilberto	93	Mar. 13
Williams, Levi	62	Feb. 12
Wyatt, Stanley	74	Mar. 7

ATTENTION SEAFARERS:

HELP SPAD



HELP YOU

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for May through September 2006. 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 29	June 23
	July 10	August 4
	August 21	September 15
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 21	August 25
Lifeboatman/Water Survival	May 15	May 26
	June 26	July 7
	August 7	August 18
	September 18	September 29
Radar	August 7	August 18
Radar Renewal (one day)	August 28	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning May 1, 2006.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	May 22	June 16
	July 17	August 11
	September 11	October 6
Fast Rescue Boat	June 5	June 9
	July 17	July 21
FOWT	May 22	July 14
	July 17	September 8
	September 11	November 3

Junior Engineer	July 24	October 13
Machinist	June 5	June 23
Welding	May 8	May 26
	July 17	August 4
	September 11	September 29

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (one week) (*must have basic fire fighting)	May 8	May 12
	June 5	June 9
	July 10	July 14
	August 7	August 11
	September 25	September 29
Basic Safety Training - AB	May 22	May 26
	July 3	July 7
	August 14	August 18
Basic Safety Training - FOWT	September 25	September 29
	May 29	June 2
	July 24	July 28
Government Vessels - FOWT	September 18	September 22
	May 15	May 19
	June 26	June 30
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	July 17	July 21
	August 7	August 11
	September 11	September 15
Tankerman (PIC) Barge* (*must have basic fire fighting)	September 18	September 22
	June 5	June 16
	July 31	August 11
Tankerman (PIC) Barge* (*must have basic fire fighting)	September 18	September 29
	August 7	August 11

Recertification

Bosun	October 9	November 6
Steward	July 10	August 7

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, **COPIES** of the following must be sent: One hundred and twenty (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. 5/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 672 — Graduating from the water survival course are unlicensed apprentices from class 672. They include (in alphabetical order) Scott Bloomfield, Nicholas Bridges, Claytain Carr, Donald Desir, Nicholas Gattuso, Phillip Lowe, Shawana Mills, Derrick Norfleet, Jonathan Rodriguez, Scott Smith, Lawrence Stanley-Dalton, LaWanda Thornton, Nicholas Vandergriff and Kevin Wimbley.



Chief Cook — Graduates of a recent chief cook class are (from left) Penny Pollard, Antonio Mendez, Jack Curry Jr., Chef John Dobson (instructor) and Vidal Vallesteros.



Fast Rescue Boat — With their instructor, Stan Beck (back row, far right) are seafarers who completed the fast rescue boat course March 24. They are (in no specific order) James Kruger, Simon McCarny, Mark Leman, John Frey, Peter Madden, Darrall Rabalais and Patrick Morse.



Marine Electrician — Under the instruction of Jay Henderson (far left) are students who completed the marine electrician course March 10. They are (in alphabetical order) Rahul Bagchi, Jordan Cuddy, Ron Embody, Edward Fore, Samuel Garrett, Ashley Nelson, Francis Quebedeaux, Kenneth Ross and Hector Solis.



Marine Refrigeration — Graduates of the marine refrigeration course March 10 are (in alphabetical order) Stephen Bradfute, Davon Brown, Alfonza Davis, Richard Huffman, Daniel Ramirez Jr., Jeffrey Roddy, Charles Sadler and Jome Zerna. Their instructor, Eric Malzkuhn, is standing, second from left.



Welding — Completing the welding course March 10 are (in alphabetical order) Xavier Alfaro, James Cedeno, Elliott Del Aguila, Geoffrey Hall, Simon McCamy, Abraham Moreira, Eldon Palmer, Kyle Pillsworth and Karberto Ramos. Their instructor, Buzzy Andrews, is standing, second from right.



Tanker Familiarization/ Assistant Cargo (DL) — Two groups of graduates of the tanker assistant class united for a photo March 17. They are (in no specific order) Anthony Berry, Alex-Stephen Amarra, Nicholas Bridges, Steven Blair, Catherine Clark, Wilma-Joy Smith, Gregory Simmons, Reid Bland, Karel Cain, Joseph Bianchi, Sean Fox, Tyrell Blackburn, Ernest Frank III, Ismael Gonzalez, John Davis, MacGregor Davis, Abdmutaali Muhammad, Dallon Garnett, Jesse James, Jeremy Finley, Timothy Hetz, Michael Iverson, Maxine Howard, Lee Patrick, Abner Diaz-Torres, Jayson Cottrille, Richard Guerra Jr., Michael Lais, Derek King, Winston Rankin, Ryan Vandergriff, Timothy Kauble, Lewis Coleman, Raul Morales, Akia Wilcox, Phillip Rhule, Eddie Flood, Dennis Rivard, Shawn Orr, Joseph Ward, David Meacham, Stephan Thompson, Michael Sedita, Pavis Whitley, Eutiquio Flores, Damion Vaughn, Chris Sahagon, Reylan Tendido, Casey O'Brien and Gil Lawrence.



FOWT — Receiving certificates for completion of the FOWT course March 24 are (in alphabetical order) Miguel Abad, Anthony Alibah, Anthony Bartley, Robin Bourgeois, Robert Crosby Jr., Nicholas Dippel, Robert Hinkle, Kenneth Johnson, Timothy Johnson Jr., Arthur Kately III, Frank Lewis, Jay McGlone Jr., Christian Oding, Dean Parks, Oscar Pena, William Price Jr., Timothy Rieman, Shawn Sayers, David Spaulding, Abraham Straughter, William Wilson and Robert Young. Their instructor, Tim Achorn, is at far right.



Damage Control — March 24 was graduation day for those completing the damage control portion of the government vessels course. They are (in no specific order) Vincent Hamm, Kipling Wise II, Miguel Abad, Raymond Jones, Yjohnzail Mack, Nur Hois, Scott Paxton, Margaret Young, Nathaniel Carr, Carlos Gibbons, Natividad Zapata, Christopher Vincenzo, Arthur Kately III, Timothy Hell, Ricky Myers, Kelly Doyle, Eugene Edwards, James Roy, Oscar Catabay, Antonio Arizala and John McIntosh.

Paul Hall Center Classes



STCW — NCL, March 10: Gary Albers, Jessica Allen, Nancy Badawy, Kimberly Bascon, Cherie Bessette, Alison Boehm, Jenea Brown, Quentin Collins, Stephen Collins, Garnett Davis, Tanya Dominguez, Crystal Edwards, Carin Eisenmann, Jason Enriquez, John Ferrari and Magdalena Flores.



STCW — NCL, March 16: Araceli Alvarez, Tierra Arnold, Mike Barkl, Nicole Bennett, Jacqueline Billesbach, Corina Blas, Lloyd Brown, Christina Burton, Michael Cajiao, Sarah Calahan, Zachariah Campbell, Kristin Cannard, Christopher Castilow, Candice Chapin, Violeta Chillous, Leon Cominski, Alin Cordasco, Jennifer Cossette, Jessica Daubemire and Marites Davidson.



STCW — NCL, March 10: Jesse Friendshuh, Victor Garcia, Alejandro Garcia, Hector Garcia, Andrew Haladay, Jennifer Hastings, Danny Hicks, Brian Horn, Jon James, Albert Jethanamest, Conrad Jones, Amber Lander, Brian Lewis, Virron Libranda, Allison Lippert, Joseph Marodix and Jason Marshall. (Note: not all are pictured.)



STCW — NCL, March 16: Shelly McCarroll, John McMeans, Jamie Mehr, Maria Mercado, Carolyn Michael, Linda Mizuno, Michael Moreno, Patti Morgan, Sean Morris, Sarah Morrow, Amber Myrick, Todd Neelis, Maureen Nelan, Elmer Nieveras, Isaac Osei-Asibey, Ryann Paquette, Michael Perez, James Petrean, Nam Pham and John Pine Jr. (Note: not all are pictured.)



STCW — NCL, March 16: Sharlene Davis, Sarah DeCamp, Maria Ebel, Kekoa Ehia, Shannon Espinosa, Michael Gaydosh, Terrence Hackett, Justin Hornberger, Chrystal Hosler, Kandice Hubbard, Stephanie Johnson, Joseph Kent, Steven Kiefer, Brenda Leggett, Misti Levijoki, Patricia Lewis, Joe Lorenzini, Jacqueline Lovejoy, Treshanna Martin, Mikia McBride and Alan Hemmati. (Note: not all are pictured.)



STCW — NCL, March 10: Gregg Massey, Paul McClure, Jennifer Mosquedo, Mark Munholland, Tyler Olivier, Brandon Olivier, Andres Oropeza, Diana Pandolfini, Anthony Paposki, Cody Powell, Jovonda Powell, Stephen Richards, Rolando Rivera, Eric Rodriguez, Brian Rosario, Charles Sadler II, Stanley Seale, Jameson Sehl and Shawn Sisson.



STCW — NCL, March 10: Natasha Smith, Robert Sousa, Christopher Stack, Laurel Stiles, Apryl Swhear, Jennifer Taft, Stephanie Taylor, Clarissa Tengco, Teah Turner, Michael Valente, Damien Vincent, Kathleen Wilkins, Christopher Williams, Christopher Wilson, Roger Woody, Tiana Wyatt and Danny Zapanta.



STCW — NCL, March 16: Arthur Piotrowski, Daymon Plowman, Shauna Rafferty, Kimberly Rhoden, Christopher Saenz, Hiram Santoni Jr., Shay Schofield, Monica Shearer, Brian Smith, Megan Smith, Kevin Snauko, Meredith Stevens, Vanessa VanVorst, Johnnie Whitiker, Todd Williams and Rex York. (Note: not all are pictured.)



National Maritime Day

May 22, 2006

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

Seafarers Help Keep Curtiss Ready Prepositioning Ship Supports U.S. Marine Corps



The SIU crewed *SS Curtiss* is one of the U.S. Military Sealift Command's two aviation maintenance logistics ships and also one of three dozen vessels in MSC's prepositioning program.

Seafarers sailed aboard the *Curtiss* in support of U.S. troops during earlier stages of Operation Iraqi Freedom, transporting troops and materiel to key locations in the Middle East. They also sailed aboard the *Curtiss* backing U.S. troops during the Persian Gulf War.

A visit to the vessel in late February in San Diego found SIU members among the reduced operating status crew helping ready the *Curtiss* for a safety inspection by the U.S. Maritime Administration.

Bosun **David Collins**, who sailed on several other MSC ships during OIF and also during Operation Desert Storm, said that the *Curtiss* crew is very serious about keeping the ship in top condition so that it's ready for the next activation, whenever that call comes.

He also noted the positive interaction

between mariners and troops that he has witnessed on various Seafarers-contracted ships.

"The United States Marines have a sense of humor," recalled Collins, whose father (Don) is an SIU retiree and whose two brothers (**Donnie** and **Darren**) also sail with the union. "They work hard, but they play hard, too."

Operated by Crowley, the *Curtiss* is 602 feet long and has beam of about 90 feet. The steam-powered ship can travel at 19 knots and has a five-day activation period.

The *Curtiss* has supported U.S. troops in OIF and Desert Storm.



Left: AB Steve Gardner



Bosun David Collins, SIU Port Agent John Cox and GUDE Charles Alford



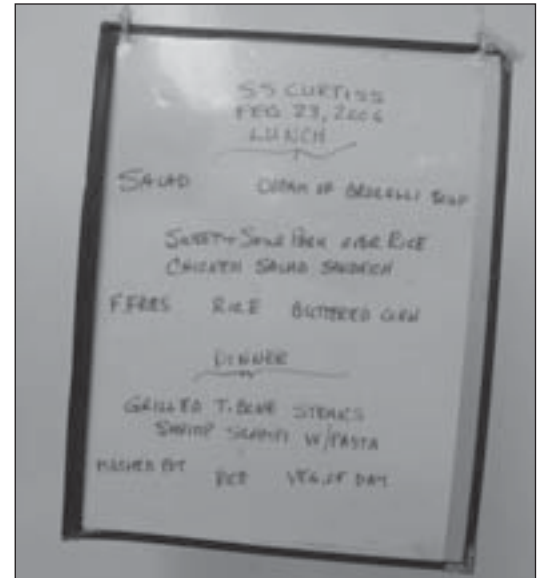
Chief Steward Vern Wilson



GUDE Charles Alford

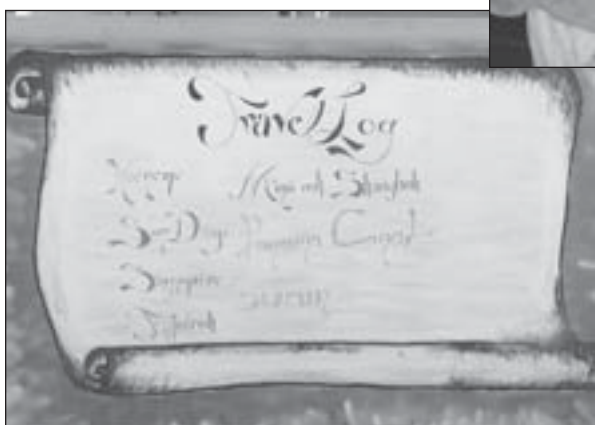


Left: Electrician Gary Dahl



The menu is posted daily aboard ship.

Right: U.S. Marines aboard the vessel during earlier stages of OIF creatively logged their journey.



Right: Bosun David Collins comes from an SIU family. In the background of this photo is NASSCO—with two more Seafarers-contracted ships (*Alaskan Legend*, right, and *USNS Lewis and Clark*) under construction.

