



The

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Seafarers Log

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USNS Shughart



USNS Fisher



USNS Bob Hope

Bob Hope-Class LMSRs Go SIU!

Seafarers to Crew Up 11 Military Support Ships

Seafarers recently welcomed the news that SIU-contracted companies have been awarded new operating agreements for the 11 LMSRs pictured on this page. Early last month, the government announced SIU-contracted American Overseas Marine Corporation as the new operator of nine LMSRs, including the seven Bob Hope-class ships and two converted vessels. Additionally, SIU-contracted 3PSC, LLC will operate two other converted LMSRs. Among those happy to receive the news were Seafarers (going up a gangway, left to right) AB Hennie Haylock, SA Jermaine Robinson, OS Leroyal Hester and AB Jonathan Brown. The vessels' current operator (Patriot) is protesting the award. Page 3.



USNS Yano



USNS Gilliland



USNS Gordon



USNS Pililau



USNS Seay



USNS Mendonca



USNS Benavidez



USNS Brittin

President's Report

More Progress for the SIU

Heading into the final months of 2004, our union remains incredibly active and productive.

September brought two major gains for Seafarers: the award of operating contracts for 11 LMSRs to SIU-contracted companies, and the signing of an agreement between a highly regarded national health care network and the Seafarers Health and Benefits Plan.

The LMSRs represent a substantial number of new jobs in the deck and engine departments. They also signify the continuation of our union's consistent demonstrated ability to deliver for the membership. In 2004 alone, through outright new vessels and replacement tonnage, we have added new jobs aboard military support ships, tankers, containerships, car carriers, Great Lakes vessels and passenger ferries.

You've heard me say it before: It's all about jobs, jobs, jobs! On that score, the SIU takes a back seat to no one.

The agreement with First Health Network also is a key development. At a time when health insurance costs are climbing beyond the reach of tens of millions of Americans, SIU members who are covered by the Seafarers Health and Benefits Plan not only are maintaining good benefits but also are gaining access to a national network of health care providers for which there are currently no out-of-pocket costs.

I'd call that a remarkable accomplishment, especially in light of the latest news concerning health care costs. You may have read media reports last month stating that health insurance premiums paid by U.S. employers have risen 11 percent this year alone. Most workers are bearing at least some of that cost, paying more to carry their coverage and, in many cases, also paying higher deductibles and co-payments.

This is a national crisis and one of the biggest challenges faced by working families. It's not just that costs are increasing every year—they are rising at rates so far beyond average wage increases that they're flat unaffordable for far too many people. Out-of-pocket costs for the average worker have gone up 60 percent in the last four years. Also, the most recent figures show an all-time high of 45 million Americans without any health insurance. Until we as a nation find real solutions, those numbers only will get worse.

In that context, Seafarers have it better than most, thanks largely to efforts by the Plan and the union. We will continue to aggressively protect our benefits, but this is a serious, difficult fight.

Elsewhere, Seafarers continue making progress aboard our newly contracted cruise ship, NCL America's *Pride of Aloha*. There's no question the *Pride of Aloha* is working through some growing pains, but that's to be expected. Overall, the operation is headed in the right direction and bound for total success.

On that note, I thank the SIU crew members who have helped the *Pride of Aloha* through these early stages. The work hasn't been easy, and the hours usually are long, but our members consistently have been praised for maintaining great attitudes and doing whatever it takes to help ensure the smoothest possible experience for all concerned. That type of dedication and sacrifice doesn't go unnoticed or unappreciated.

Lastly, I again encourage all Seafarers to participate in the upcoming elections—both our union elections and the national, state and local contests. Make sure you are eligible to vote, and support the candidates who will support a strong U.S. Merchant Marine.

SIU Safety Directors Examine New U.S. Maritime Regulations

SIU safety directors last month scrutinized a host of significant issues that affect not only Seafarers individually, but also the maritime community and the entire shipping industry during their annual conference at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The five-day gathering, which ran Sept. 13-17, marked the sixth yearly meeting of the union's safety directors. The conference's agenda, jam-packed from the opening day, included a series of informational briefings from heads of several of the union's administrative departments, and presentations by instructors from the Paul Hall Center.

The lion's share of the safety director's agenda however involved in-depth discussions on small arms awareness, mariner identification documents, and maritime security awareness. Cdr.



Capt. John Lawrence of Alaska Tanker Co. provides operational insights about his company to the safety directors.



Cdr. Cyndi Stowe, U.S. Coast Guard, briefs the safety directors on provisions of the Maritime Transportation Security Act of 2004.

Cyndi Stowe, U.S. Coast Guard, briefed the directors on the

Maritime Security Act of 2004 while Capt. John Lawrence presented a seminar on behalf of SIU-contracted Alaska Tanker Co.

"The entire conference was very well-organized, flawlessly structured and highly informative," said Kevin Marchand from the port of Houston. "Everyone involved in putting together the conference did a masterful job, and we all gained a great deal of insight from the union officials who participated in the various workshops with us."

"This was my first time participating in the conference," Marchand continued, "but the veterans in the group all said that this year's event was the best that they have ever attended. I'm sure I'm speaking for the entire group (fellow safety directors) when I say that we all walked away better equipped to handle the everyday situations which we encounter in our respective ports."

In addition to Marchand, others who participated in the sixth safety conference and their respective ports were: Amancio Crespo, port of San Juan; Frank Iverson, Honolulu; Mitch Oakley, Piney Point; Randy Senatore, New York; Samuel Spain, Norfolk; Frank Vincenzo, Tacoma; Archie Ware, San Francisco; and Christian Westbrook, New Orleans.



Participants in the SIU's Sept. 13-17 safety directors' conference pose for a photo shortly after their graduation. From left to right are Mitch Oakley, Frank Vincenzo, Archie Ware, Christian Westbrook, Samuel Spain, Frank Iverson, Kevin Marchand, Amancio Crespo, and Randy Senatore.

Small Arms Awareness Training was a highlight of the safety conference. Following many hours of instruction and training in the classroom, conference attendees took to the firing range to practice and hone their newly acquired skills.



Paul Hall Center Hosts ITF Inspectors

Graham Young (standing in photo below) from the office of the International Transport Workers' Federation (ITF) Secretariat, conducts a wrap-up briefing for inspectors who participated in the ITF's Sept. 12-17 All Americas Inspectorate Training Seminar at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. More than 40 inspectors from North, South and Central America converged on the southern Maryland campus to get acquainted, exchange ideas, discuss trends in their respective countries and coordinate strategies for future flag-of-convenience campaigns. Young (right in photo at right) also addressed the inspectors during the seminar's workshops. Pictured with Young (from the left) are Steve Trowsdale, office of the ITF Secretariat and Stephen Cotton, head of



the ITF's Special Seafarers' Department. The U.S. Coast Guard conducted a Port Access and Security workshop for the inspectors during which they discussed the ramifications of the United Nations' new International Ship and Port Facility Security Code and the U.S. Maritime Security Act of 2004. SIU Secretary-Treasurer David Heindel, who serves as vice chair of the ITF's Seafarers' Section, also participated in the seminar. "I think it's good for ITF inspectors to meet from time to time to exchange ideas and hone their skills by becoming acquainted with the various techniques and approaches employed by their counterparts from other countries when dealing with similar situations," Heindel stated.



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SIU Gains Jobs on 11 LMSRs

Seafarers to Crew Up U.S. Military Support Ships

The SIU last month welcomed the news that two of its contracted companies have been awarded operating agreements for 11 large, medium-speed, roll-on/roll-off vessels (LMSRs).

Seafarers-contracted American Overseas Marine Corporation (AMSEA) will be the new operator of nine LMSRs, including the seven Bob Hope-class ships and two converted vessels. SIU-contracted 3PSC, LLC will operate two other converted LMSRs. The U.S. Military Sealift Command (MSC) announced the bid awards in early September.

Seafarers originally were scheduled to begin crewing most of the ships starting this month and next month. However, Patriot Contract Services (the current operator) has protested the MSC award, thereby delaying the turnover.

A memo from the SIU was sent last month to the member-

ship detailing the protest. Among other things, the memo points out that Patriot's objection wasn't unexpected. "The company is facing a loss of approximately 30 percent of their business," the memo notes, "and not to protest would be commercially irresponsible.... This is standard operating procedure in this type of situation. The SIU will continue to monitor the situation and fully expect to man these ships when the General Accounting Office upholds the award to AMSEA."

The operating agreements in effect are four years apiece; officially they are four one-year agreements renewable each year. The SIU will fill all unlicensed positions aboard the 11 ships.

Seafarers called the announcement of the award a major win for the SIU.

"I'm very happy about it," said OMU **Thomas Haskins**, who joined the union 10 years ago.

"It's reassuring that things are still going in the right direction."

"I think it's excellent," stated AB **Mike Penkwitz**, a Seafarer since 1988. "It creates a lot of jobs for our members. Those are going to be good ships, and the more ships we have, the better our security."

Bosun's Mate **George Pino**, a 30-year member of the SIU, declared that the awards are good news for MSC, too. "SIU members are highly trained, and we have access to one of the best maritime schools in the world," he observed. "That comes through our union leadership."

"The announcement of more jobs for us is definitely a plus."

Recertified Bosun **George Khan**, who joined the SIU in 1978, said the news of new jobs "most definitely is well-received, especially since we're going with the good (health benefits) package. That's big with me, the benefits. It's more important than anything else."

The Bob Hope ships are the *USNS Benavidez*, *USNS Bob Hope*, *USNS Brittin*, *USNS Fisher*, *USNS Mendonca*, *USNS Piliilau* and *USNS Seay*. AMSEA also will operate the *USNS Shughart* and *USNS Yano*, while 3PSC, LLC will operate the *USNS Gordon* and *USNS Gilliland*.

SIU President Michael Sacco said the awards are "great news for the membership and a big win for the entire union. When you gain



The *USNS Seay* (above) and the rest of the Military Sealift Command's fleet of LMSRs have been active throughout Operation Iraqi Freedom.

Health Network Agreement Offers Many Advantages

Saving money while maintaining quality health insurance coverage levels is an unlikely feat, but the Seafarers Health and Benefits Plan (SHBP) has pulled it off, thanks to a new affiliation with First Health Network.

"This is an effective way of reducing costs without sacrificing quality and without placing any additional burden on our participants," said SHBP Administrator Bill Dennis. "First Health is a very large, highly regarded network that matches up well with our participants' home zip codes. I think it's a win-win situation."

The Plan's Board of Trustees sent a letter and network membership card to each participant confirming the agreement with First Health Network as this issue of the *LOG* went to press. That letter notes that the agreement—effective Nov. 1, 2004—should help eliminate applicable out-of-pocket costs for Seafarers. Another expected plus is that Seafarers using the network no longer will have to worry about doctors' charges exceeding the "reasonable and customary" coverage limit, since the network and its participating physicians agree to a set fee schedule.

Another recent communication from the SHBP board points out that "out of network claims [will] continue to be processed and paid in accordance with the Rules and Regulations of the Plan and may result in a balance bill to the participant." In other words, while treatment outside the network is an option, members would continue to be responsible for applicable co-payments as well as fees beyond the "reasonable and customary" amount.

As reported last month, the health benefits plan of an SIU-affiliated union earlier this year joined the First Health Network, and the results have been clearly favorable for that plan, its participating members and eligible dependents.

"Using the network makes sense for members because they save money and they don't have to deal with paperwork, since the network doctors and hospitals file the claims for them," Dennis added.

More than 4,500 hospitals and some 425,000 physicians and ancillary providers participate in First Health Network. According to the company, 99 percent of hospitals and 96 percent of physicians and ancillary providers normally renew their respective contracts with the network.

First Health requires pre-certification (pre-approval) prior to a scheduled hospital admission or surgery. In the case of an emergency hospitalization or surgery, the network must be notified within 48 hours after admission.

Each SIU hall will keep a list of the First Health Network participants. Individuals also may call the network at 800 839-1980 to check whether or not their doctor participates, or visit the web site www.firsthealth.com (use login ID SHBP) for an electronic directory.

According to recent studies, health insurance premiums paid by U.S. employers increased 11.2 percent this year. A study by the Kaiser Family Foundation and the Health Research and Educational Trust showed that it costs about \$10,000 per year to insure the average family. As part of that expense, workers pay approximately \$500 per year for single coverage or roughly \$2,600 for family coverage.

This marks the fourth straight year that premiums increased by 10 percent or more. In 2003, the jump was 13.9 percent.

Those aren't the only figures on the rise. According to the Kaiser study, workers' out-of-pocket costs have increased by 60 percent during the past four years. Also, the U.S. Census Bureau recently noted that the number of uninsured Americans increased to 45 million last year.

new jobs on 11 ships, there's every reason to feel good about it."

SIU Vice President Contracts Augie Tellez said the awards "reflect in part the excellent work done by our rank-and-file membership throughout the years and in particular throughout Operations Enduring Freedom and Iraqi Freedom. These 11 LMSRs will be in good hands with SIU crews."

The Bob Hope ships were built at Avondale in New Orleans, with delivery dates ranging from 1998

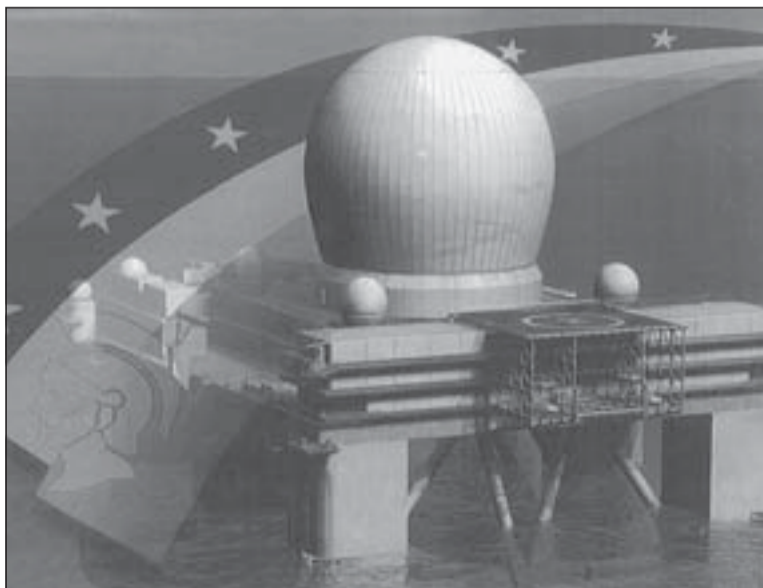
to 2003. The *Shughart* and *Yano* were converted at NASSCO in San Diego, while the *Gordon* and *Gilliland* were converted at Newport News (Va.) Shipbuilding. The converted vessels formerly were containerships; all were delivered to MSC by late 1997.

MSC cites two key missions—prepositioning and surge sealift—for its LMSRs, including eight Seafarers-crewed Watson-class vessels. The ships vary in length from about 900 feet to approximately 950 feet.



The *USNS Benavidez* was the last of the Bob Hope-class ships built at Avondale in New Orleans.

SBX Joins SIU Fleet



Seafarers are crewing up a semi-submersible craft that is part of a U.S. operation called ground-based mid-course defense (GMD). The U.S. Missile Defense Agency is in charge of GMD, which includes a sea-based component. As shown in this illustration provided by the agency, the ship essentially is a mobile platform for an advanced radar system. It is 400 feet long and 237 feet wide, self-propelled and features a twin-hull design. For now, it is being called the SBX—an abbreviation for sea-based X-Band radar. As reported last month, the SBX will be forward-deployed in the Pacific Rim.

Transportation Secretary Credits SIU Crews For Helping Fight Fire on USNS Shughart

Secretary of Transportation Norman Y. Mineta, in a pair of recent letters to Marine Transport Lines, Inc., formally thanked the SIU crews from two Military Sealift Command (MSC) vessels for their roles in assisting a third vessel which caught fire while offloading military cargo in Kuwait.

Specifically, Secretary Mineta expressed his gratitude to the masters and crews of the *Cape Douglas* and *Cape Ducato* for assisting the *USNS Shughart* during an engine room fire which occurred March 5 while it was berthed at the port of Ash Shuaiba in Kuwait. The *Shughart* was offloading military trucks and equipment for the U.S. Army's 1st Cavalry Division in support of Operation Iraqi Freedom when the incident occurred. U.S. Coast Guard investigators say it appears that the fire originated in the auxiliary machinery room on the starboard side of the 950-foot large, medium speed, roll-on/roll-off ship midway between the water line and the main deck. Three crew members apparently suffered smoke inhalation, and the ship's electrical system was heavily damaged, but all cargo was offloaded and undamaged.

In part, the transportation secretary's correspondence said: "This letter is to thank the crew(s) of the *Cape Douglas* (and *Cape Ducato*) in assisting the *USNS Shughart* during its engine room fire in early March of this year

while in the Kuwaiti port of Ash Shuaiba.

"I understand that your vessel(s), the Ready Reserve Force ship *Cape Douglas* (and *Cape Ducato*) was (were) docked nearby when the engine room fire was reported on board the *USNS Shughart*. The crews of three Military Sealift Command ships and two Maritime Administration ships worked in unison with shore-side support to put out this fire. As serious as this fire was, the result would have been much worse without your combined gallant efforts.

"The response of the *Cape Douglas* (and *Cape Ducato*) crew(s) in fighting the fire aboard the *USNS Shughart* is but a small part of your overall service in the U.S. Merchant Marine. This service is greatly appreciated during this time of sealift support for Operation Iraqi Freedom II."

According to reports released by MSC, the *Shughart* was about 75 percent offloaded when crew working in the area of the auxiliary machinery room smelled smoke. Upon investigation, they found thick black smoke coming from the auxiliary machinery room and used extinguishers and water hoses to tamp down what they thought was a fire and to cool the area. After about 90 minutes and with smoke still billowing, it was clear the technique was not working.

The crew secured the engine room ventilation system and all



U.S. Transportation Secretary Norman Y. Mineta

other systems they could reach, and left the space to muster for a head count. Once all crew members were accounted for, the ship's carbon dioxide fire fighting system was activated in the affected spaces. The system floods the area with carbon dioxide which depletes the oxygen in the space and extinguishes the fire.

In addition to the help rendered by crews from the *Cape Douglas* and *Cape Ducato*, fire fighting assistance was requested from SIU-crewed MSC sister ships *USNS Red Cloud* and *USNS Sisler*, which also were offloading in the port.

Fire trucks from the Kuwait port offices were driven aboard the *Shughart* and began fighting the smoke and cooling the area. Alongside, tugs sprayed water on the ship's hull in an attempt to cool the metal. About six hours from the time smoke was discovered, the fire was declared to be out, and the spaces were left to cool. Stevedores worked quickly to finish offloading the remaining cargo.

Without warning about 12 hours later, fire flashed again. It appears that the re-flash may have come from fire in the electrical cables that penetrate the decks, according to the report. Again, crew members and fire fighters

sprang into action. Flames were now visible from the starboard side of the ship, the first time actual flames were seen. Smoke had been the culprit during the first battle.

Fire fighters decided that the auxiliary machinery room was the likely epicenter of the fire, and getting foam into that space was crucial to extinguishing the fire. The crew immediately went to work cutting holes through the deck above the room, and the Kuwaiti fire trucks pumped foam into the machinery room. It worked. Twenty-four hours after discovery, the fire was finally out, but the ship was seriously damaged.

Electrical systems were most affected. An auxiliary diesel generator and an adjacent power pack room were destroyed. The auxiliary switchboard was damaged, and electrical cabling in the fire area needed replacement.

Street-Smart Official Ed Pulver Remembered as Caring Leader

Council's Tribute Puts Late SIU VP on Road to Jersey Memorial

In many ways, Ed Pulver gave his heart to the people of Jersey City, N.J.

Now, the city has dedicated part of its landscape in memory of the late Seafarers vice president.

"Edward Pulver Way," a portion of Washington Boulevard in Jersey City, officially was named on Sept. 9 at a well-attended ceremony in the municipality. Street signs bearing Pulver's name adorn the road from Dudley Street to the Morris Canal. Identical signs were presented to Pulver's daughters.

The Jersey City Municipal Council last year unanimously approved a city ordinance creating Edward Pulver Way.

Pulver passed away May 26, 2002 at age 78. A Jersey City native, he was a tireless philanthropist and dedicated trade unionist.

SIU President Michael Sacco called the street dedication "a well-deserved tribute. Ed was a



Participating in the dedication of Edward Pulver Way are (from left) the late SIU VP's daughters Linda, Marianne, Jean, Jersey City Mayor L. Harvey Smith, Pulver's daughter Carol and Councilman E. Junior Maldonado.

true labor leader and someone who always fought for the underdog. He dedicated his life to helping others."

Jersey City Mayor L. Harvey Smith, Councilman E. Junior Maldonado (who sponsored the ordinance) and SIU Vice President Atlantic Coast Joseph Soresi were among the featured speakers at last month's ceremony. All remembered Pulver as a genuine, humanitarian advocate.

"The people who knew Ed the best, without exception, described him in superlative terms," Soresi noted. "I had the pleasure of knowing Ed Pulver and working with him, and I can say without hesitation that he's truly deserving of this recognition from his native city. It's a great way to remember a man who did so much to help others.

"Professionally, Ed was very well-respected, both politically and within the labor movement," Soresi continued. "Personally, he was a great guy who would do anything for you. The dedication of Edward Pulver Way is an exclamation point at the end of

Eddie's overwhelming record of generosity."

Among other activities, Pulver founded several organizations which helped immigrants adjust to U.S. society without sacrificing their heritage. He belonged to numerous community and civic groups including the National Executive Board of the Labor Council for Latin American Advancement, and the Hudson County Economic Development Corporation.

He served as executive vice president of the Filipino and Americans As One organization and as president of the Hudson County SPCA. Additionally, he served on the board of directors for the Hudson County School of Technology as well as for Saint Francis Hospital and Christ Hospital.

Pulver's association with the Seafarers dated back more than 50 years. He headed the SIU's office in Jersey City. He was the president and a founding member of the Hudson County Central Labor Council, and served on the state AFL-CIO executive board.

Notice

MSC Notification to Coast Guard

Legislation recently was signed into law requiring the U.S. Military Sealift Command (MSC) to notify the U.S. Coast Guard of a positive drug test result within two weeks of the date that MSC receives the result from the medical review officer. Previously, drug test results were not reported to the Coast Guard until CIVMARS were afforded the opportunity to file a grievance against the result and continue through the disciplinary process should they choose to do so.

The union is negotiating with MSC to try to reduce the negative impact of this change. MSC has advised the union that once it reports the results to the Coast Guard, Coast Guard officials will be obligated to contact CIVMARS to confiscate their MMD and begin the administrative process against the mariner.

CIVMARS who have questions regarding this practice should contact their government services representative.

Seafarers Participate in Labor Day Parade



Seafarers, including officials as well as members from the port of Wilmington, photo at right, proudly displayed the SIU banner during the parade. Among those who participated in the parade were Wilmington Port Agent John Cox, Patrolman Jesse Solis and Dispatcher Nick Rios. SIU members who participated included Rudy Bacalla, Jesse Solis Jr., Michael Johnson, John Raquipiso, Al Sanchez, James Boss, Mo Yahya, Abdull Nasser and Hassan Mohamed.

A large contingent of Seafarers on Sept. 6 joined several thousand of their brothers and sisters from other labor unions to participate in the annual Labor Day Parade in Los Angeles/Long Beach, Calif. Some of the parade's floats and participants are shown in the photo at left.



Homeland Security Dept. Announces \$49 Million in Port Security Grants

Agencies Move Toward Large-Scale Adoption of 'Smart Cards'

As part of the U.S. Department of Homeland Security's (DHS) continuing commitment to enhance security at the nation's key ports and facilities, DHS Secretary Tom Ridge on Sept. 13 announced more than \$49 million in the fourth round of port security grants.

The Port Security Grant Program provides resources for projects to improve dockside and perimeter security that is vital to securing our critical national seaports. According to the department, these awards will contribute to important security upgrades such as surveillance equipment, access controls to restricted areas, communications equipment, and the construction of new command and control facilities.

The grant program represents one layer of the department's system of defenses for our nation's ports that includes monitoring the people, cargo and vessels entering U.S. ports from the time they leave a foreign port to the time they arrive in the U.S.

"The Department of Homeland Security is committed to further securing our nation's maritime system, which is vital to our nation's economic wellbeing as the avenue for international trade and commerce," said Secretary Ridge. "These projects are critical to the mission of securing our ports."

"Each year, millions of people,

vessels and pieces of cargo pass through our nation's ports," said C. Suzanne Mencer, executive director DHS' Office for Domestic Preparedness. "These grants help protect our ports of entry and ensure the uninterrupted flow of global commerce."

The Office for Domestic Preparedness, Transportation Security Administration, Customs and Border Protection, the U.S. Coast Guard, and the Department of Transportation's Maritime Administration evaluated this round of port security grant applications and selected 154 award recipients across the nation.

Previously, the DHS awarded \$92 million in June 2002, \$168 million in July 2003, and \$179 million in December 2003 as part of the Port Security Grant Program, and \$75 million from the Urban Area Security Initiative for port security in August 2003.

Elsewhere, federal agencies appear to be moving toward the large-scale adoption of smart cards for identification, according to a Government Accountability Office (GAO) survey titled "Federal Agencies Continue to Invest in Smart Card Technology."

This work follows up on a similar GAO survey released in January 2003 and is based on a GAO study conducted on the number and scope of smart card programs currently being done by federal agencies. Prepared for

Rep. Tom Davis (R-Va.), chairman of the Government Reform Committee, the report said that 18 agencies have initiated 62 smart card projects among them. Sources say most of them were small-scale demonstrations until the past two years. Since then, however, some agencies have launched much larger implementations.

"We're seeing a trend toward larger, agency-wide smart card projects," said John de Ferrari, GAO's assistant director of information management issues. "Since we reported in 2003, about half of [the ongoing projects] have been terminated. Many of them were pilot projects or they were specific projects in small agencies, offices or divisions."

Between December 2004 and December 2008, according to published accounts, officials at five agencies—the Department of Defense (DOD), the Department of Homeland Security, the National Aeronautics and Space Administration, the Interior Department and the Department of Veterans Affairs—are planning to make an aggregated purchase of up to 40 million cards through a General Services Administration (GSA) contract.

The DOD alone has ordered 800,000 Common Access Cards from an Amsterdam, Netherlands-based firm, its prime smart card contractor. DOD uses the

cards to provide identity verification for access to buildings and for log-on access to computers and networks.

Another large agency-wide effort is being launched as part of the DHS' identification and credentialing project. DHS officials plan to issue 250,000 cards to employees and contractors for "three-factor" authentication, sources report.

Smart cards are credit card-size plastic devices that contain a computer chip capable of exchanging data with other systems and processing information. Unlike debit and credit cards, smart cards do not use strips, which can be deleted or changed. And smart cards have so-called three-factor authentication, a system requiring users to present a smart card, enter a password and verify a biometric scan.

"While the technology offers benefits, launching smart card projects—whether large or small—has proved challenging to federal agencies," the GAO report states.

The GSA is responsible for promoting smart card use and guiding agencies, the report notes, adding that GSA's effectiveness has been "mixed."

Meanwhile, the White House, on the third anniversary of the September 11, 2001 attacks on the United States, released a fact sheet on what it considers its accomplishments on the war against terrorism. In the area of port and cargo security, according to the fact sheet:

- The president has significantly increased funding for the Coast Guard, including dramatic increases for port security and acquisition of new resources. The Coast Guard is creating more than a dozen 100-person Maritime Safety and Security Teams, to provide point defense for critical infrastructure and shipping; employing armed helicopters to provide waterside security; and reviewing thousands of new vessel, facility and port security plans.

- Funding for Coast Guard port security efforts has increased over 500 percent from the beginning of the current administration through 2004. The Coast Guard's deep-water fleet modernization project has received a total of \$1.5 billion over the last three years, and the president has requested \$678 million in his FY 2005 budget.

- DHS has strengthened measures to protect the nation from smuggled radioactive materials and nuclear devices, by equipping CBP inspectors, Coast Guard boarding personnel and Border Patrol agents with portable radiation detectors and installing radiation detection portals at sea, land, rail and air ports of entry, including mail processing facilities. The first radiation portals were installed in March 2003.

- DHS established the National Targeting Center (NTC), which uses computer-assisted analytical protocols to determine which cargo and passengers destined for the United States present the greatest threat, focusing examinations and inspections on them. The NTC screens data on 100 percent of inbound seaborne shipping containers (6 million per year) to identify those posing a "high risk." CBP personnel conduct examinations of 100 percent of high-risk containers.

- DHS established the Container Security Initiative (CSI), deploying CBP officials to 25 major international seaports to pre-screen shipping containers for illicit or dangerous materials before they are loaded on vessels bound for the United States. CSI includes the ports that ship roughly two-thirds of inbound containers to the United States. Additional ports are being added over the next two years.

U.S. Major General Dunwoody Assumes Command at CASCOM

A U.S. Army general who is a staunch advocate of the U.S. Merchant Marine's importance in national security has assumed duties as the commanding general of a major U.S. Army Command.

Maj. Gen. Ann E. Dunwoody on Sept. 2 during a formal ceremony at Fort Lee, Va.'s Sgt. Sealy Field assumed command of the U.S. Army Combined Arms Support Command and Fort Lee (CASCOM). SIU President Michael Sacco and SIU Vice President Contracts Augie Tellez joined hundreds of military officers, soldiers and civilians who attended the ceremony.

Dunwoody replaced Maj. Gen. Terry Juskowiak as commander of CASCOM and in the process became the first woman ever to hold the job. Juskowiak retired from the Army following 31 years of distinguished service. Dunwoody and Juskowiak stood side by side throughout most of the one-hour change-of-command ceremony, according to a report in the *The Progress Index*, but it was Dunwoody who led the pass in review march of several hundred soldiers who filed past Juskowiak and his wife while they were situated in the reviewing stand.

The outgoing commander re-

ferred to his replacement as "a great combat tested warrior" during his going-away address, the report said. Dunwoody said, "What a great day this is to be an American soldier... There is not a day that I don't think of our soldiers deployed abroad."

Dunwoody's new command provides the Army with test and evaluation of combat and training concepts; participates in the force structuring process; determines materiel requirements and influences the development, acquisition and fielding processes for combat service support functions.

Prior to assuming CASCOM's lead position, the general served as commander of the U.S. Army's Military Traffic Management Command (a component of TRANSCOM), which supports the Department of Defense and the mobilization community worldwide during peace and war with responsive planning, crisis response actions, traffic management, terminal operations, information management and "deployability" engineering.

Previously, Dunwoody was commanding general of the 1st Corps Support Command (Airborne), Fort Bragg, N.C. Her unit provided support to Army units deployed in Afghanistan.

The general received a direct



Maj. Gen. Ann E. Dunwoody, Commander, CASCOM

commission as a second lieutenant after graduating from the State University of New York at Cortland in 1975. She has graduate degrees in national resource strategy and logistics management. Her past assignments include tours of duty with the 82nd Airborne Division, Fort Bragg, N.C.; 10th Mountain Division (Light Infantry), Fort Drum, N.Y.; and the Defense Logistics Agency, Fort Belvoir, Va.

During Operation Desert Storm, Dunwoody deployed to Saudi Arabia as the division parachute officer of the 82nd Airborne Division. She served overseas from September 1990 to March 1991.

Coast Guard Especially Concerned About Port Security in 17 Countries

The U.S. Coast Guard on Sept. 10 alerted the maritime community that it has concerns about the security of ports in 17 foreign countries because they have failed to report compliance with new international port security requirements.

Countries making the list are: Albania, Equatorial Guinea, Kiribati, Madagascar, Nigeria, Solomon Islands, Benin, Guinea, Lebanon, Mozambique, Serbia and Montenegro, Suriname, Democratic Republic of Congo, Guinea-Bissau, Liberia, Nauru and Sierra Leone. The Coast said it will target vessels for increased boardings when arriving in U.S. ports if they have visited one of those countries during their last five port calls.

"Shipping is a global industry," said Adm. Thomas Collins, commandant, U.S. Coast Guard. "In order for us to protect our ports, we must be concerned about the security of the entire shipping chain, including ports overseas."

Countries were required to provide the International Maritime Organization information about their ports' compliance with new international security requirements by July 1. The Coast Guard has a range of concerns about the information reported from these 17 countries, including reports that they are not in full compliance, incomplete reports, or no reports at all.

Information for the 2004 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

Balloting Begins Nov. 1 for Union Officers

Voting starts Nov. 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District/NMU. SIU members will be able to cast secret ballots at union halls or by mail through Dec. 31, 2004.

Seafarers eligible to vote in this election to determine union officers for the 2005-2008 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this districtwide election. A sample of this ballot appears on page 8.

The credentials committee report, which was prepared Aug. 19, and submitted to the member-

ship at the September monthly meetings, indicated 29 candidates had qualified to run for 27 positions. (The committee's report was published in the September 2004 *Seafarers LOG*.)

The 27 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, eight vice presidents, six assistant vice presidents and 10 port agents.

21 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 21 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at these halls between 9:00 a.m. until 12:00 noon, Monday through Saturday, except legal holidays, from Nov. 1 to Dec. 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will be stamped with the words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full-book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters—5201 Auth Way, Camp Springs, MD 20746.

Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and placed in the mailing envelope and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections.

All ballots will be counted by the rank-and-file tallying committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene as the tallying committee in early Jan. 2005.

NOTICE OF 2004 ELECTION

FOR ELECTION OF 2005-2008 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes and Inland Waters District/NMU

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2004 and shall continue through Dec. 31, 2004.

VOTING LOCATIONS

BALTIMORE	2315 Essex St., Baltimore, MD 21224
BOSTON	27 Drydock Ave., Boston, MA 02210
DETROIT	520 St. Clair River Dr., Algonac, MI 48001
DULUTH	324 West Superior St., Duluth, MN 55802
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	125 Sunny Plaza, Suite 301-E, Tun Jesus Crisostomo St., Tamuning, Guam 96911
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	3315 Liberty St., Jacksonville, FL 32206
JOLIET	10 East Clinton, Joliet, IL 60432
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeborg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave, Santurce, PR 00907
SAN FRANCISCO	350 Fremont St., San Francisco, CA 94105
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

Procedures for Voting

All Seafarers eligible to vote in the union's 2004 election of officers and job holders for the term 2005-2008 may vote by secret ballot from Nov. 1 through Dec. 31, 2004.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on pages 9 and 10 of this issue of the *Seafarers LOG*.

In summary, here is the procedure for voting:

- Eligible Seafarers may pick up ballot and mailing envelopes from 9:00 a.m. to 12 noon (local time), Monday through Saturday, excluding legal holidays, from Nov. 1 through Dec. 31, 2004 at designated union halls (see list on this page).

- When a full-book member arrives to vote, he or she should present his or her book to the port agent or his duly designated representative.

- The member will be asked to sign a roster sheet indicating the date, the number of the ballot given the member and his or her book number.

- The member will have his book stamped with the word "Voted" and the date.

- At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

- The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

- In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book also will be stamped "Voted Challenge" and the date.

- After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

ELECTION INFORMATION CONTINUES ON THE NEXT 5 PAGES.

Procedure for Absentee Ballots

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2004 voting period, absentee ballots are available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

- Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

- Include in the request the correct address where the absentee ballot should be mailed.

- Send the request for an absentee ballot by registered or certified mail.

- The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2004 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25,

2004.

- The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designed in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2004.

- Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

- Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

- Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

- The mailing envelope must be postmarked no later than midnight Dec. 31, 2004 and received by the bank depository no later than Jan. 5, 2005.

ELECTION NOTICE OF 2004 ELECTION

Section 401 (e) of the Labor-Management Reporting and Disclosure Act of 1959 (Landrum-Griffin Act) requires the mailing of an election notice to each member entitled to vote at his last known address. This notice is being sent to you in compliance therewith and, in addition, contains information of interest to all candidates and members.

SEE REVERSE SIDE FOR VOTING LOCATIONS AND PROPOSED CONSTITUTIONAL REVISIONS

No. 00000

FOR ELECTION OF 2005-2008 OFFICERS
VOTING PERIOD NOVEMBER 1st, 2004 THROUGH DECEMBER 31st, 2004

OFFICIAL BALLOT

For Election of 2005-2008 Officers and Constitutional Amendments

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
Atlantic, Gulf, Lakes and Inland Waters District/NMU

VOTING PERIOD NOVEMBER 1st, 2004 THROUGH DECEMBER 31st, 2004

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL



<p>PRESIDENT (Vote for One)</p> <p>1 <input type="checkbox"/> Michael J. Sacco, S-1288</p>	<p>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES (Vote for One)</p> <p>10 <input type="checkbox"/> Kermet T. Mangram, M-2394</p>	<p>PINEY POINT PORT AGENT (Vote for One)</p> <p>19 <input type="checkbox"/> Edward "Edd" W. Morris, M-1358</p>
<p>EXECUTIVE VICE PRESIDENT (Vote for One)</p> <p>2 <input type="checkbox"/> John Fay, F-363</p>	<p>VICE-PRESIDENT AT LARGE (Vote for Two)</p> <p>11 <input type="checkbox"/> Rene Lioanije, L-15000</p>	<p>NEW YORK PORT AGENT (Vote for One)</p> <p>20 <input type="checkbox"/> Robert Selzer, S-1258</p>
<p>SECRETARY-TREASURER (Vote for One)</p> <p>3 <input type="checkbox"/> David W. Heindel, H-1443</p>	<p>12 <input type="checkbox"/> Charles Stewart, S-15000</p>	<p>PHILADELPHIA PORT AGENT (Vote for One)</p> <p>21 <input type="checkbox"/> Joseph Mieluchowski, M-2933</p>
<p>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT (Vote for One)</p> <p>4 <input type="checkbox"/> Carl Sands, S-2296</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT (Vote for Two)</p> <p>13 <input type="checkbox"/> George Tricker, T-919</p>	<p>BALTIMORE PORT AGENT (Vote for One)</p> <p>22 <input type="checkbox"/> Georg Kenny, K-1041</p>
<p>5 <input type="checkbox"/> Augustin Tellez, T-764</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST (Vote for One)</p> <p>14 <input type="checkbox"/> Nicholas A. Celona, C-1578</p>	<p>23 <input type="checkbox"/> Michael D. Murphy, M-2483</p>
<p>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST (Vote for One)</p> <p>6 <input type="checkbox"/> Joseph T. Soresi, S-2658</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST (Vote for One)</p> <p>15 <input type="checkbox"/> Ambrose L. Cucinotta, C-1795</p>	<p>MOBILE PORT AGENT (Vote for One)</p> <p>24 <input type="checkbox"/> Edward Kelly, Jr., K-5043</p>
<p>VICE-PRESIDENT IN CHARGE OF THE GULF COAST (Vote for One)</p> <p>7 <input type="checkbox"/> Dean E. Corgey, C-5727</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST (Vote for One)</p> <p>16 <input type="checkbox"/> Don Anderson, A-5244</p>	<p>NEW ORLEANS PORT AGENT (Vote for One)</p> <p>25 <input type="checkbox"/> Stephen W. Judd, J-5336</p>
<p>VICE-PRESIDENT IN CHARGE OF THE WEST COAST (Vote for One)</p> <p>8 <input type="checkbox"/> Nicholas J. Marrone, M-2308</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS (Vote for One)</p> <p>17 <input type="checkbox"/> James P. McGee, M-5945</p>	<p>HOUSTON PORT AGENT (Vote for One)</p> <p>26 <input type="checkbox"/> Anthony M. McQuay, M-2735</p>
<p>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS (Vote for One)</p> <p>9 <input type="checkbox"/> Thomas Orzechowski, Jr., O-601</p>	<p>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES (Vote for One)</p> <p>18 <input type="checkbox"/> Chester Wheeler, W-25058</p>	<p>SAN FRANCISCO PORT AGENT (Vote for One)</p> <p>27 <input type="checkbox"/> Vincent Francis Coss, C-8138</p>
		<p>ST. LOUIS PORT AGENT (Vote for One)</p> <p>28 <input type="checkbox"/> Rebecca J. Sleeper, S-2497</p>
		<p>DETROIT-ALGONAC PORT AGENT (Vote for One)</p> <p>29 <input type="checkbox"/> Donald A. Thornton, T-5501</p>

OFFICIAL BALLOT 2005 - 2008

OFFICIAL BALLOT 2005 - 2008



OFFICIAL BALLOT 2005 - 2008

See Reverse Side for
Voting Locations
and

Proposed Constitutional Revisions

NOTE: Because of the appeals deadline, the final version of the ballot may be different than this sample ballot. If so, the updated ballot will be printed in the November 2004 issue of the *Seafarers LOG*.

OFFICIAL BALLOT 2005 - 2008

OFFICIAL BALLOT 2005 - 2008



OFFICIAL BALLOT 2005 - 2008

OFFICIAL BALLOT 2005 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008



OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

OFFICIAL BALLOT 2004 - 2008

ELECTION NOTICE OF 2004 ELECTION

FOR ELECTION OF 2005-2008 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Election will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 2004 and shall continue through December 31st, 2004.

VOTING LOCATIONS

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001	NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058
BALTIMORE	2315 Essex Street, Baltimore, MD 21224	NEW YORK	635 Fourth Avenue, Brooklyn, NY 11232
BOSTON	27 Drydock Ave., Boston, MA 02210	NORFOLK	115 Third Street, Norfolk, VA 23510
DULUTH	705 Medical Arts Building, Duluth, MN 55802	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316	PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
GUAM	125 Sunny Plaza, Tun Jesus Crisostoma St., Tamuning, Guam 96911	PUERTO RICO	1057 Fernandez Juncos Avenue, Santurce, PR 00907
HONOLULU	606 Kalihi Street, Honolulu, HI 96819	SAN FRANCISCO	350 Fremont Street, San Francisco, CA 94105
JOLIET	10 East Clinton, Joliet, IL 60432	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
HOUSTON	1221 Pierce Street, Houston, TX 77002	TACOMA	3411 South Union Street, Tacoma, WA 98409
JACKSONVILLE	3315 Liberty Street, Jacksonville, FL 32206	WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605		

WHEREAS, the Executive Board of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District/NMU met on June 7, 2004 to discuss the current needs and conditions of the Union, its membership and the maritime industry in this country; and

WHEREAS, among their discussions and deliberations was the subject of proposed revisions in the Union's Constitution which would enable the Union to function more efficiently and to continue to fulfill its obligations to the membership; and
WHEREAS, a Constitutional Committee was elected on August 2, 2004, in accordance with Article XXV, Section 2 of our Constitution. They studied the proposed Constitutional Amendments Resolution and unanimously concurred on all proposed constitutional revisions; and
WHEREAS, the report of the Constitutional Committee was approved by the membership at the regular membership meetings in September 2004.
NOW, THEREFORE, IT IS RESOLVED

THE FOLLOWING CONSTITUTIONALLY ADOPTED PROPOSITIONS, TO BE VOTED UPON, IF ADOPTED, WOULD AMEND THE CONSTITUTION AS FOLLOWS:

PROPOSITION #1

Are you in favor of amending Article XII, Qualifications for Officers, Assistant Vice Presidents, Headquarters Representatives, Port Agents, and Other Elective Jobs, Section 1 (e) to read as follows:

“(e) He is not disqualified by law. He is not receiving a pension from this Union’s pension fund, if any, from a Union-Management fund, to which fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½.”

PLACE "X" IN BOX OF YOUR CHOICE

YES NO

PROPOSITION #2

Are you in favor of amending the first sentence of Article XIII, Section 2, Credentials Committee, sub-section (a) to read as follows:

“(a) A Credentials Committee shall be elected at either the regular meeting in August of the election year or at special meeting convened in August of the election year at the Port where Headquarters is located.”

PLACE "X" IN BOX OF YOUR CHOICE

YES NO

Information for the 2004 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

SIU Constitution Spells Out Rules On 2004 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are held every four years, appears here and on page 10 in its entirety.

Article XIII

Elections for Officers, Assistant Vice-Presidents, Headquarters Representatives and Port Agents

Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, Headquarters Representative or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.
- Proof of citizenship.
- Proof of seatime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee: "I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated
Signature of member
Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may

nominate any other full book member, in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to the submission of credentials. By reason of the above self-nomination provision, the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward departments. No officer, Assistant Vice-President, Headquarters Representative or Port Agent, or candidate for office of the job of Assistant Vice-President, Headquarters Representative or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reasons therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in

Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to the mailing address designated pursuant to Section 1 (b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which even the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President, Headquarters Representative or Port Agent, has met all the requirements of Section 1 (a) of Article XII.

Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on Nov. 1 of the election year and shall continue through Dec. 31, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If Nov. 1 or Dec. 31 falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 a.m. to 12 noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down

to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope should be printed the words "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt

acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote, he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed at the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot," seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments," notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge," and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word "Challenge." At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs," the roster sheet or sheets executed by the members that day together with the numbered perforated slips

Continued on page 10

Information for the 2004 Election of Officers

SIU Atlantic, Gulf, Lakes & Inland Waters District/NMU

Article XIII Constitutional Rules

Continued from page 9

removed from the ballots which had been given to the members, and then mail the same to such depository.

To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union-contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Section 3 (a) of this article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be post-marked no later than 12:00 p.m. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot," and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the

members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the Jan. 5 immediately subsequent to the election year and must be postmarked no later than 12 midnight Dec. 31 of the election year.

Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 20 full book members. Two shall be selected from each of the 10 Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports on the first business day of the last week of said month. No officer, Assistant Vice-President, Headquarters Representative, Port Agent, or candidate for office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details. In connection with the tally of ballots, there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than Jan.

5 of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member provided he observes decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond Jan. 31 immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefor shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than Jan. 31 immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation notify the

Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the Feb. 25 immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such Feb. 25. The Secretary-Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting, the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4 (f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4 (f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the

Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the days shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

Section 6. Installation into Office and the Job of Assistant Vice-President, Headquarters Representative or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office, the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at the Headquarters membership meeting, on August 2, 2004, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolution submitted by our Executive Board.

This Resolution, containing the proposed amendments, prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all ports. The provisions of the Resolution including its "WHEREAS" clauses, are summarized in this report and are attached in full so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendation.

Whereas, three changes were recommended. One which would amend the Constitution to enable otherwise active eligible members to fully participate in the affairs of the union by running for office even if such members were receiving pension benefits from an affiliated pension plan if such individuals were receiving these benefits as a result of changes in the Law which required the commencement of benefits due to age; the second would amend the Constitution to

provide that the union's Credentials Committee could be elected at a regular or special membership meeting held in the month of August of an election year; and the third was simply a housekeeping change to delete the words "headquarters representative" anywhere that it may currently appear in the Constitution as this position has already been removed from the list of elected officers by prior membership action and voting; and

Whereas, the Executive Board is aware of the fact that the union will be holding its general election for officers and jobholders this year as constitutionally mandated; consequently, it is suggested that, if this resolution is approved by the membership, the first two proposed Constitutional amendments should be included on the same ballot and be voted on simultaneously with the election for officers and jobholders; the third proposal which simply implements a prior membership mandate would not need to be included on the ballot; and

Whereas, the union's Executive Board unanimously concurred on all proposed constitutional revisions. The Executive Board hereby

RESOLVES, that the following changes be made in the Constitution

of the Seafarers International Union of North America, Atlantic, Gulf Lakes and Inland Waters District/ NMU.

A. Amend Article XII, Section 1(e) to read as follows:

"e. He is not disqualified by law. He is not receiving a pension from this Union's pension fund, if any, or from a Union-Management fund, to which fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70½."

B. Amend the first sentence of Article XIII, Section 2. to read as follows:

Section II, Credentials Committee, Section (a).

"a. A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special meeting convened in August of the election year at the Port where Headquarters is located."

The remaining provisions of this Section 2 and of Article XIII do not need to be amended.

C. Effective Date of these Amendments

All of the proposed amendments,

if approved and voted on affirmatively by the membership, subject to the Constitution, would become effective immediately upon their passage.

D. Housekeeping Amendment

Remove the words "headquarters representative" from the Constitution anywhere that it may appear; and, specifically, in Article VIII, Article X, Article XI, Article XII, and Article XIII.

It is therefore RESOLVED, as constitutionally provided, this Resolution be voted upon by the membership at the July 2004 Membership Meeting at the Constitutional Ports of New York, Philadelphia, Baltimore, Detroit-Algonac, Houston, New Orleans, Mobile, San Francisco, St. Louis and Piney Point, and, in addition, at all non-constitutional ports, and if concurred in, a Constitutional Committee of six (6) book members shall be elected from the Headquarters Port at the August 2004 meeting to discharge their duties as constitutionally required and be it further


RESOLVED, in the event that such Constitutional Committee's report and recommendations are thereafter accepted by the membership for voting as constitutionally required, a referendum vote by secret

ballot on the two substantive amendments shall be held as provided for in the Constitutional Committee's report and recommendations. The procedure for such voting and the time thereof shall be held, to the extent possible, as part of the secret ballot voting for officers and jobholders scheduled for the months of November and December 2004.


We further recommend, if it is reasonably possible, that a copy of our Committee's Report, together with a copy of the proposed Resolution and membership action taken to date, be printed in the Seafarers LOG, October 2004 issue so that the membership will be kept abreast as to all facts at this time and copies of such LOG issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2004.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution will serve the needs of the Union and the membership.

Fraternally submitted,
Constitutional Committee
August 20, 2004



All Seafarers who believe they will be at sea during the voting period— Nov. 1 through Dec. 31, 2004—should request an absentee ballot. Here's how to be sure your vote counts.



Procedure for Absentee Ballots

General elections for the union's officers will take place this year. Voting will begin Nov. 1 and continue through Dec. 31.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2004 voting period, absentee ballots are available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

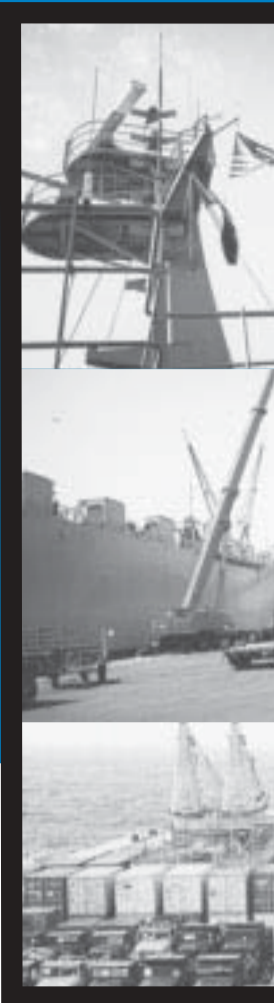
Here is the procedure to follow when requesting an absentee ballot:

- Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
- Include in the request the correct address where the absentee ballot should be mailed.
- Send the request for an absentee ballot by registered or certified mail.
- The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2004 and must be received at 5201 Auth

Way, Camp Springs, MD 20746 no later than Nov. 25, 2004.

- The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2004.
- Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
- Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
- Sign the mailing envelope on the first line of the upper left-hand corner. Print your name and book number on the second line. The mailing envelope is self-addressed and stamped.
- The mailing envelope must be postmarked no later than midnight Dec. 31, 2004 and received by the bank depository no later than Jan. 5, 2005.

SEA



SIU Members Deliver For U.S. Troops

Sealift remains an important part of Operation Iraqi Freedom—and SIU members still deliver the goods for United States troops involved in the mission.

Thousands of Seafarers this year have sailed in support of OIF's sealift component, transporting vital materiel to U.S. armed forces in the Middle East. As previously reported, based on government projections of troop deployment in Iraq, it seems likely that a considerable number of American-flag military support ships will stay involved for the foreseeable future.

The cargo delivered by U.S. mariners aboard those vessels is nothing short of essential for our troops. Citing just one of many examples, the U.S. Transportation Command last month noted that the U.S. Army's 1st Armored Division utilized materiel delivered by Seafarers-crewed LMSRs and fast sealift ships to secure "some of Baghdad's toughest neighborhoods, and put down an uprising by radical militias in a number of cities in southern Iraq." That gear included M1-A1 Abrams heavy battle tanks, armored personnel carriers, Bradley fighting vehicles, heavy trucks, Humvees, fuel trucks and containers loaded with various supplies.

More recently, the SIU-crewed *Cape Island*, operated by Crowley, transported materiel from Olympia, Wash. to Kuwait. Third Mate Ed McDonnell took photos during the voyage and sent them to the *Seafarers LOG*; those images accompany this article.

The *Cape Island* carried U.S. Army equipment, stopping for fuel in Pusan, South Korea and then sailing past Bali to

avoid a typhoon before docking in Ash Shuayba, Kuwait. After discharging its cargo, the vessel loaded up more Army equipment and headed for Beaumont, Texas.

Many more SIU-crewed ships are participating in the ongoing mission.

U.S. military leaders consistently have praised the U.S. Merchant Marine's performance throughout OIF. Shortly after the conclusion of the all-out combat phase, Air Force General John W. Handy, commander, U.S. Transportation Command, commended members of the nation's fourth arm of defense for "the incredible job you've done in support of this nation. You make all the difference in the world, and I salute your dedication, patriotism and excellence. Victory was made possible by America's dedicated merchant mariners."

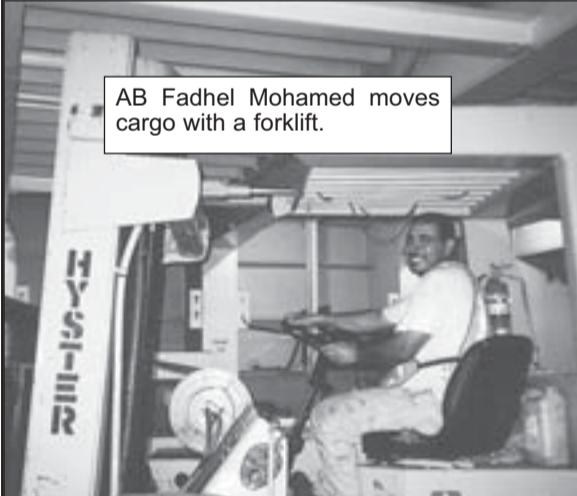
Vice Admiral David L. Brewer, commander, U.S. Military Sealift Command, said of U.S. mariners, "We have prevailed because you answered your nation's call. You built a steel bridge of democracy from the U.S.A. to the Coast of Kuwait."

Such commitment from the U.S. Merchant Marine is nothing new. Mariners have been an important part of our nation's economic and national security since the country's earliest days. U.S. mariners have played key support roles in every major conflict in American history, most notably including the heroic sealift effort of World War II, during which some 8,000 mariners lost their lives.

Today, SIU members and the rest of the U.S. Merchant Marine are equally ready to deliver the goods—any time, anywhere.



AB Mickey Earhart points to newly refinished name board.



AB Fadhel Mohamed moves cargo with a forklift.



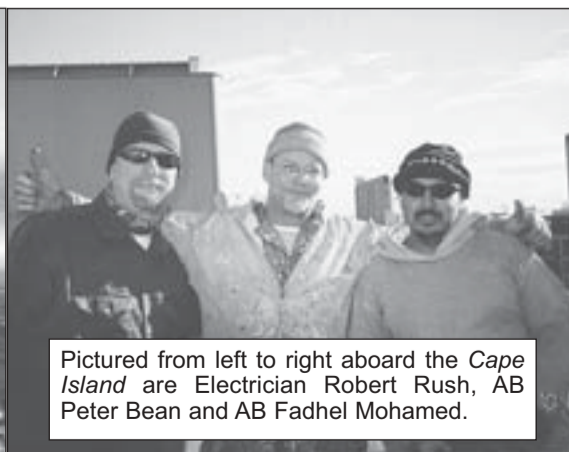
Participating in a safety drill are SA Hamid Shahbain (left) and AB Mickey Earhart.



Chief Cook Dana Henry tends to a Memorial Day barbecue at sea.



GVA Eric Viera mans a hose during a fire drill.



Pictured from left to right aboard the *Cape Island* are Electrician Robert Rush, AB Peter Bean and AB Fadhel Mohamed.



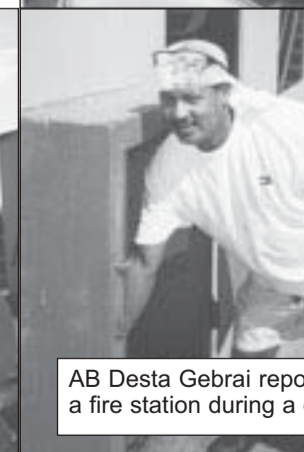
AB Abdullatif Ahmed (left) mans the stern ramp while 2nd Cook Sam Kassem helps man the galley.



AB Peter Bean assists with shipboard security.



2nd Cook Sam Kassem helps keep the crew well-fed.



AB Desta Gebrai mans a fire station during a drill.

Remains Vital to National Defense

SEALIFT



The photos on these two pages were taken during a recent voyage aboard the SIU-crewed *Cape Island*. The vessel is one of many Seafarers-crewed ships participating in the ongoing sealift mission of Operation Iraqi Freedom.

SIU-Crewed Pomeroy Completes Fifth Trip In Support of OIF



AB Adrian Jones (left) and AB Kwesi Adu-Gyamfi make up the vessel's 4x8 watch team.



Ready for lunch are (from left) QMED Kurt Benjamin, AB Adrian Jones and Wiper Eugene Johnson.



Left: The vessel's deck gang includes (from left) Bosun Clayton Almas, OS Joe LeGree, AB Mark Adams, OS Mike Macisso, OS Nestor Garcia and AB Ted Lahti.

The SIU crew aboard the *USNS Pomeroy* is doing an excellent job, according to Capt. Michael F. Finnigan, himself a former member of the Seafarers International Union.

According to Finnigan, the vessel has made five trips for the U.S. military in support of Operation Iraqi Freedom. "The SIU crew has done an outstanding job aboard and they are all looking forward to making the next trip. . . . Chief Steward **Javier Delosreyes** and the galley gang have been working hard, feeding and looking after all the security teams during the voyage."

He also noted that more and more Seafarers are signing up for advanced training through the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Finnigan, a hawsepiper who started sailing with the SIU in 1987, worked his way up the ladder by attending classes at Piney Point. The chief mate aboard the vessel is Mike Ryan, also a former SIU member, who graduated from the school's trainee program in class 317. Additionally, Mike Mayo, the third mate, completed the trainee program in 1979 as a member of class 283. All of them urge the current unlicensed apprentices to upgrade as often as possible. "If you're going to be out here sailing," they said, "just keep advancing your career."

The *USNS Pomeroy* is the seventh large, medium-speed, roll-on/roll-off vessel (LMSR) built at the NASSCO shipyard in San Diego through a government-initiated directive known as the Strategic Sealift Program. The 950-foot long vessel was named in memory of U.S. Army Pvt. First Class Ralph E. Pomeroy, who posthumously was awarded the Medal of Honor for his brave actions in Korea in Oct 1952. Capt. Finnigan was aboard the vessel when it was delivered to the U.S. Military Sealift Command in August 2001, and he was joined by his father, John Finnigan, who was in Korea the same year that Ralph Pomeroy served there.

The photographs accompanying this article were taken by Capt. Finnigan.

The *USNS Pomeroy* enters the calm waters of Souda Bay, Greece, on its way to the Middle East.



Above: In the port of Ash Shuaybah, Kuwait, longshoremen from the host nation play a major role in unloading the ship's cargo. At left: 2nd Mate Curt Laskowski gives OS Mike Macisso a haircut on the deck of the *Pomeroy*. The name of the shipboard barber shop: Curt's Kombat Kuts.

Brother Hayes Memorialized

Brother **John Hayes**, 63, passed away Jan. 20. In keeping with his wishes to be forever at sea, the late mariner's ashes were cast upon the waters Aug. 15 by his brother, FOWT **Jerry Hayes**, from aboard the SIU-crewed *Green Cove*.

Conducted by Master P. Stalkus, the burial services were held on the Atlantic Ocean at Latitude 39 degrees 41 minutes North, Longitude 24 degrees 29 minutes West. The *Green Cove* at the time was headed out for a voyage from the East Coast to the Middle East

and around the world. The vessel's crew participated in the event and the ship's whistle sounded three blasts in tribute to the deceased mariner who was making his final passage.

Seafarers aboard the ship during the ceremony included Chief Cook **Pedro Edar**, Steward Baker **Julio Rolon** and GSTU **Gary Bell**.

Born in Brooklyn, N.Y., Brother Hayes joined the SIU in 1966 in the port of New York. The deck department member sailed primarily in the deep sea division, first going to sea aboard Waterman's *Madaket*. Brother Hayes last worked aboard the *Horizon Discovery* and made his home in San Juan, P.R.



FOWT Jerry Hayes looks over the stern of the *Green Cove* shortly after scattering the ashes of his late brother, SIU member John Hayes, at sea. The burial-at-sea ceremony was conducted Aug. 15 in the Atlantic Ocean.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

IMPORTANT NOTICE: SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 2004

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	3	2	1	2	0	1	0	2	5	0
Anchorage	0	5	3	0	2	3	0	0	10	4
Baltimore	6	7	3	7	4	3	1	11	7	2
Guam	4	5	4	1	4	0	0	3	7	4
Honolulu	10	8	2	4	9	0	2	17	13	3
Houston	32	13	17	22	13	8	8	46	25	32
Jacksonville	43	30	17	35	23	10	14	63	48	27
Joliet	0	0	1	0	0	0	0	0	1	2
Mobile	8	11	4	6	9	0	2	14	15	6
New Orleans	17	20	9	12	20	5	4	26	24	18
New York	27	18	20	19	9	5	10	50	32	45
Norfolk	15	21	8	10	20	5	1	20	26	14
Philadelphia	4	1	2	4	3	0	0	7	2	2
Piney Point	3	14	3	2	11	1	0	2	12	3
Puerto Rico	5	8	0	9	5	0	1	12	12	2
San Francisco	23	11	1	14	8	2	7	31	17	2
St. Louis	2	4	3	2	3	1	0	2	4	4
Tacoma	35	34	11	33	21	8	21	53	47	31
Wilmington	19	23	12	24	9	4	9	24	42	23
Totals	256	235	121	206	173	56	80	383	349	224
ENGINE DEPARTMENT										
Algonac	0	0	0	1	0	0	0	0	2	2
Anchorage	0	0	0	0	1	0	1	0	0	0
Baltimore	6	4	1	4	2	0	0	8	7	2
Guam	0	1	0	0	0	0	0	1	1	0
Honolulu	5	4	0	4	1	0	1	9	8	2
Houston	8	7	9	12	9	5	6	17	12	12
Jacksonville	19	25	4	17	22	3	5	25	37	5
Joliet	0	1	0	0	0	0	0	0	2	0
Mobile	5	3	2	7	4	1	1	10	4	2
New Orleans	10	8	2	9	9	2	2	11	14	4
New York	10	13	7	6	1	1	3	19	23	17
Norfolk	10	11	4	8	14	2	6	12	18	4
Philadelphia	6	4	1	2	2	0	3	4	4	1
Piney Point	2	2	1	1	1	1	0	1	3	0
Puerto Rico	2	1	0	4	0	0	2	5	2	0
San Francisco	12	7	0	8	3	1	4	19	11	2
St. Louis	1	2	2	0	2	0	0	3	1	2
Tacoma	11	18	2	8	14	1	5	18	31	9
Wilmington	1	14	3	9	6	3	4	7	16	11
Totals	108	125	38	100	91	20	43	169	196	75
STEWARD DEPARTMENT										
Algonac	1	0	2	0	2	1	0	1	0	2
Anchorage	0	1	0	0	0	0	0	0	1	0
Baltimore	3	2	0	0	2	0	0	6	1	0
Guam	3	1	0	1	0	0	0	2	3	0
Honolulu	9	6	0	6	1	0	3	19	9	1
Houston	15	4	1	13	1	3	4	24	10	7
Jacksonville	14	12	2	14	5	1	1	26	26	11
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	4	2	1	4	3	0	0	2	7	2
New Orleans	10	5	1	4	4	0	4	17	7	3
New York	18	9	3	15	2	1	5	30	16	6
Norfolk	10	9	2	5	3	2	4	18	14	3
Philadelphia	2	3	0	4	0	1	1	1	4	0
Piney Point	4	1	0	0	1	0	0	7	1	1
Puerto Rico	2	3	0	0	2	0	3	2	3	0
San Francisco	25	4	2	22	3	1	8	36	12	4
St. Louis	1	0	0	1	1	0	1	0	0	0
Tacoma	18	11	4	10	6	1	4	33	11	8
Wilmington	17	10	3	5	7	1	10	31	13	10
Totals	156	83	21	104	43	12	48	255	138	58
ENTRY DEPARTMENT										
Algonac	1	2	2	0	0	0	0	1	4	4
Anchorage	0	0	2	0	0	0	0	0	2	7
Baltimore	0	5	5	0	4	2	0	0	2	5
Guam	0	4	0	0	0	0	0	0	4	1
Honolulu	3	9	1	3	5	1	0	5	16	11
Houston	3	15	21	4	2	5	0	3	29	39
Jacksonville	2	17	21	4	14	11	0	3	33	36
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	1	6	2	0	4	0	0	1	8	3
New Orleans	2	6	11	3	4	5	0	2	13	21
New York	5	28	34	1	14	2	0	10	51	80
Norfolk	0	13	14	0	5	5	0	0	14	21
Philadelphia	0	0	1	0	0	0	0	0	0	3
Piney Point	0	21	25	0	4	6	0	0	22	37
Puerto Rico	1	3	0	2	4	0	0	3	4	1
San Francisco	3	8	11	1	12	1	0	8	19	20
St. Louis	0	1	0	0	0	1	0	0	1	2
Tacoma	7	20	14	5	8	6	0	8	40	34
Wilmington	3	5	9	3	5	0	0	4	12	27
Totals	31	163	173	26	85	45	0	48	274	352
Totals All Departments	551	606	353	436	392	133	193	855	957	709

**"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.

November & December 2004 Membership Meetings

Piney Point	Monday: November 8, December 6
Algonac	Friday: November 12, December 10
Baltimore	Friday: November 12*
.....	Thursday: December 9
.....	*(change created by Veterans' Day holiday)
Boston.....	Friday: November 12, December 10
Duluth.....	Wednesday: Nov. 17, December 15
Guam	Friday: November 26*
.....	Thursday: December 23
.....	*(change created by Thanksgiving Day holiday)
Honolulu.....	Friday: November 19, December 17
Houston	Monday: November 15, December 13
Jacksonville	Friday: November 12*
.....	Thursday: December 9
.....	*(change created by Veterans' Day holiday)
Joliet	Thursday: Nov. 18, December 16
Mobile	Wednesday: Nov. 17, December 15
New Orleans.....	Tuesday: November 16, December 14
New York.....	Tuesday: November 9, December 7
Norfolk	Friday: November 12*
.....	Thursday: December 9
.....	*(change created by Veterans' Day holiday)
Philadelphia.....	Wednesday: Nov. 10, December 8
Port Everglades.....	Thursday: Nov. 18, December 16
San Francisco	Thursday: Nov. 18, December 16
San Juan.....	Friday: November 12*
.....	Thursday: December 9
.....	*(change created by Veterans' Day holiday)
St. Louis.....	Friday: November 19, December 17
Tacoma	Friday: November 26,
.....	Monday, December 27*
.....	*(change created by Christmas holiday)
Wilmington	Monday: November 22, December 20

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

Personals

BILL DICKEY

Please contact Bill Sharp at wsharpj@aol.com and leave your phone number.

REX O'CONNOR

Please contact Dolores Marcell at 2362 Crotona Ave., Bronx, NY 10458; or telephone (718) 367-3435.

Attention Seafarers:



Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermet Mangram,
Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

AUGUST 16 — SEPTEMBER 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	12	3	12	8	0	4	6	41	8	35
Jacksonville	5	0	7	4	0	7	1	11	2	0
New Orleans	6	2	7	9	2	2	2	13	4	16
New York	11	4	1	15	1	1	5	37	5	0
Norfolk	2	0	1	0	0	1	0	7	0	0
Tacoma	0	0	0	0	0	0	0	1	0	2
Wilmington	13	3	5	8	0	5	0	19	9	0
Totals	49	12	33	44	3	20	14	129	28	53
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	4	0	6	7	2	1	2	10	1	16
Jacksonville	4	2	4	4	2	4	1	4	4	1
New Orleans	3	0	4	0	1	2	0	8	1	11
New York	5	0	1	12	1	1	5	10	4	0
Norfolk	0	0	1	0	0	1	1	1	0	0
Tacoma	0	0	0	0	0	0	0	4	0	1
Wilmington	8	2	4	6	3	3	0	13	2	1
Totals	24	4	20	29	9	12	10	50	13	30
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	3	1	9	4	1	4	1	10	2	21
Jacksonville	2	0	2	1	0	2	1	8	1	0
New Orleans	1	1	1	2	0	1	1	5	3	6
New York	6	2	0	2	7	0	1	22	11	0
Norfolk	2	0	0	3	0	0	0	1	0	2
Tacoma	0	0	0	0	0	0	0	1	1	1
Wilmington	5	1	4	3	0	4	1	8	3	1
Totals	19	5	16	15	8	11	5	55	21	31
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	0	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	2	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0	0
Totals	0	0	0	0	0	0	6	0	0	0
Totals All Departments	92	21	69	88	20	43	35	234	61	114

PIC-FROM-THE-PAST

This photo was sent to the LOG by Pensioner **James Anthony Slay** of Mobile, Ala. It was taken at the Aquarium Restaurant in New York City in 1946.

In that year, Brother Slay (who is pictured at the front right-hand side of the table) was a wiper aboard the *Ransom A. Moore*, one of the Liberty ships that carried cargo to our armed forces during World War II. He had signed on in July 1946 in Mobile and received his certificate of discharge in December of that year in New York.

Brother Slay, now 76, joined the union in 1955 in the port of Houston. A native of Mobile, he sailed in the engine department and upgraded frequently at the SIU-affiliated school in Piney Point.

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





DEEP SEA



BERT ABELLA, 64, joined the Seafarers International Union in 1979 in Seattle. Born in the Philippines, the deck

department member enhanced his skills in 1982 at the Paul Hall Center for Maritime Training in Piney Point, Md. Brother Abella currently lives in Seattle.

RITA BALLARD, 64, joined the SIU in 1967 in the port of San Francisco. Sister Ballard's first voyage was



aboard the *Santa Magdalena*. She was born in Switzerland and worked in the steward department. Prior to retiring, Sister Ballard shipped on the *SS Independence*. She makes her home in Santa Rosa, Calif.



JOHN COSTA, 67, was born in Cape Verde, Cayman Islands. Brother Costa embarked on his seafaring

career in 1992 in the port of Norfolk, Va. His initial trip the sea was aboard the *USNS Relentless*. Brother Costa upgraded his skills in 2000 at the Seafarers' affiliated school in Piney Point. He worked in the steward department and last went to sea on the *USNS Bowditch*.

Brother Costa calls New Bedford, Mass. home.

LUIS CUEVAS, 69, joined the ranks of the SIU in 1980 in the port of New York. Brother Cuevas first set sail on the *Manhattan*. The steward department member was born in Puerto Rico. He last sailed aboard the *Horizon Crusader*. Brother Cuevas resides in Bridgeport, Conn.



WALTER HANSEN, 64, hails from Brooklyn, N.Y. Brother Hansen started his career with the SIU in 1986 in Piney

Point, Md. after serving in the U.S. Navy. He enhanced his skills on numerous occasions at the Paul Hall Center. Brother Hansen was a member of the steward department and initially went to sea on the *USNS Triumph*. His most recent voyage was aboard the *El Morro*. Brother Hansen is a resident of Canon City, Colo.

CARLOS PINEDA, 65, joined the SIU in 1973 in the port of Houston. Brother Pineda originally sailed aboard an Ocean Clipper vessel. The deck department member was a frequent upgrader at the union's affiliated school in Piney Point. In 1987, he completed his bosun



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.

recertification training and in 1997, his LNG recertification. Prior to retiring, Brother Pineda worked aboard the *LNG Virgo*. He was born in Honduras and currently lives in Houston.

GREAT LAKES

WAYNE CLARMONT, 65, was born in Wisconsin. He began his seafaring career in 1962 in Frankfort, Mich., sailing primarily aboard Michigan Interstate Railway's *Ann Arbor* as a member of the engine department. Brother Clarmont now resides in Frankfort, Mich.

INLAND

SHIRLEY KEGEL, 64, began her seafaring career in 1993 in St. Louis. Sister Kegel was born in Kentucky and shipped in the steward department. She worked primarily aboard Orgulf Transport vessels. Sister Kegel is a resident of Paducah, Ky.

CHARLES McCLELLAND, 61, embarked on his career with the SIU in 1983 in the port New York. Boatman McClelland was born in Mecklenburg, N.C. He shipped as a member of the engine department, primarily on New York Cross Harbor vessels. Boatman McClelland makes his home in Brooklyn, N.Y.



JOHN RAKYTA, 63, became a Seafarer in 1968 in the port of Philadelphia. Boatman Rakyta's first voyage was aboard a Gulf Atlantic Corporation vessel. Born

in Illinois, he enhanced his skills a number of times at the Paul Hall Center. Boatman Rakyta sailed as a captain, most recently aboard Crowley Towing & Transportation of Wilmington tugs. He calls Prescott Valley, Ariz. home.

SAMUEL STANLEY, 61, joined the Seafarers in 1962 in the port of Mobile.



Boatman Stanley was born in Florida and shipped primarily aboard National Marine Service vessels. The engine department member currently resides in Greenville, Ala.

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

Name	Age	EDP
Darby, William	65	June 1
Power, George	71	July 1
Sims, Charles	66	July 1
Thompson, Vincent	65	June 1
Zandani, Ali	57	Aug. 1
Melton, Irving	65	Sept. 1
Mentore, John	65	Sept. 1
Smith, Clyde	65	July 1
McAnern, George	66	Aug. 1
Johnson, James	64	Sept. 1
Tomjack, Reed	72	Sept. 1
Allua, Bradford	55	Sept. 1

With Seafarers on Matson's Maunawili



Chief Cook Barry Alviso, Recertified Steward Hans Schmuck



Harry Chromiak



Mike Kirby



Hazel Johnson

SIU members from Aug. 8-18 helped ready the new Matson containership *Maunawili* at Kvaerner Philadelphia Shipyard so that the Seafarers-contracted vessel could sail on time. SIU Philadelphia Port Agent Joe Mieluchowski, who sent these photos to the LOG, described the shipboard work as "very demanding, but the SIU men were up to the task." Pictured from left to right in photo directly above are Seafarers Glen Ambrosius, Lenny Tyson and Bill Kelly.

Reprinted from past issues of the Seafarers LOG.

1940

The SIU demanded and won from its contracted operators an increase in the bonus on Far East runs from the previous rate of 25 percent to the flat rate of \$1 per day, calculated from the day the ship leaves Honolulu until it returns to that port. In addition, the bonus rate on the African run was increased from 33-1/3 percent to the same \$1 per day rate. For the entry ratings, this meant an increase of almost 100 percent and for the higher ratings it meant an increase of no less than 25 percent.

1950

The SIU once again set a wage pattern for Cities Service seamen with the signing of an agreement early this week establishing a 6.38 percent increase in base pay and other benefits for all ratings. The pay raises, effective as of October 15, ranged from \$12.82 per

month for ordinary seamen to \$23.73 monthly for chief electricians.

The SIU pay hike upset the so-called West Coast formula which the operators hoped to make industry-wide.... Shortly after news of the SIU's wage gain was made public, the CIO National Maritime Union signed a similar agreement with its contracted operators.

1960

Firm action by the SIU at payoff time has won more than 1,700 hours of overtime pay for crewmen of the *Orion Planet*, who were obliged to work on a refueling-at-sea operation involving the *Planet* and a Navy tanker. As a result of the action by SIU headquarters and the Norfolk hall, the crewmembers received some \$3,500 in extra cash for performing an operation which is fairly new in the civilian merchant marine and not yet covered by the standard SIU tanker or dry cargo agreements. The SIU maintained, however, that the work should properly be classed as OT.

THIS MONTH IN SIU HISTORY

Final Departures

Deep Sea

DANIEL BALERIO



Pensioner Daniel Balerio, 75, died July 16. Brother Balerio became a Seafarer in 1960, joining in the port of Houston. Born in Wharton,

Texas, he first went to sea aboard the *San Marino*. Brother Balerio was a member of the deck department. His final voyage was on the *Venture*. Brother Balerio went on pension in 1993. He resided in Houston.

ARTHUR BECK



Pensioner Arthur Beck, 75, passed away August 1. Brother Beck embarked on his seafaring career in the port of New York in 1951.

The U.S. Army veteran initially sailed aboard Waterman Steamship Corp.'s *Noonday*. Brother Beck was born in New York and worked in the deck department. He retired in 1990. Brother Beck made his home in Keyes, Calif.

LEONCIO CALDERON



Pensioner Leoncio Calderon, 90, died July 24. Brother Calderon was born in Puerto Rico and began his seafaring career as a

charter member in 1939 in the port of New York. His first ship was the *Catherine*. The steward department member last went to sea on the *Stonewall Jackson*. Brother Calderon began receiving retirement stipends in 1971. He called Brooklyn, N.Y. home.

JAMES CHESTER



Pensioner James Chester, 81, passed away July 21. Brother Chester started his career with the Marine Cooks & Stewards (MC&S) in San

Francisco. He was born in Tennessee and resided in El Macero, Calif. Brother Chester went on pension in 1969.

BERTRAM ECHERT



Pensioner Bertram Echert, 86, died July 14. Brother Echert joined the SIU in 1953 in New Orleans after serving in the U.S. Army. He first shipped

aboard the *Del Monte* as a member of the engine department. Brother Echert's final voyage was on the *Zapata Courier*. He began receiving retirement compensation in 1981. Brother Echert was born in Fosteria, Ohio and made Panama City, Fla. his home.

BURR EELLS

Pensioner Burr Eells, 75, passed away June 12. Brother Eells started his seafaring career in 1967 in Cleveland, Ohio after serving in the U.S. Army. He first went to sea aboard the *Western Comet*. Born in Wyoming, Brother Eells worked in the engine department. Prior to retir-

ing in 1994, he sailed aboard the *Mariner*. Brother Eells called Pittsburg, Calif. home.

PETER FRANCISCO

Brother Peter Francisco, 58, died July 16. Born in New York, he joined the ranks of the SIU in 1991 in the port of Norfolk, Va. Brother Francisco sailed in the inland and Great Lakes divisions, but he primarily shipped in the deep sea division. The U.S. Navy veteran was a member of the steward department. Brother Francisco's first voyage was on the *USNS Tenacious*; his last trip was aboard the *Northerly Island*. Brother Francisco lived in Virginia Beach, Va.

VERNER FREDERIKSEN

Pensioner Verner Frederiksen, 85, passed away June 9. Brother Frederiksen launched his seafaring career in 1942 in the port of New York. He first sailed on the *Del Valle*, a vessel owned and operated by Delta Steamship Lines. Brother Frederiksen, who was a member of the engine department, last sailed aboard the *Mill*. He began receiving compensation for his retirement in 1975. Brother Frederiksen was born in Denmark and made his home in Wisconsin.

HARRY GRANGER



Pensioner Harry Granger, 83, died April 19. Brother Granger was born in Louisiana and joined the SIU in 1951 in Lake Charles, La. He

first went to sea aboard the *Abigua*, working in the engine department. Brother Granger's last trip was on the *Overseas Alaska*. He lived in his native state and went on pension in 1987.

KENNETH HART



Pensioner Kenneth Hart, 63, passed away July 29. Brother Hart joined the SIU in 1966 in the port of Jacksonville, Fla. He worked

in the engine department, last sailing aboard the *USNS Antares*. Brother Hart, who called Lakeland, Fla. home, began receiving his pension in 1997.

JUAN LAGUANA



Pensioner Juan Laguana, 74, died July 4. Brother Laguana began his career with the MC&S in 1969 in San Francisco. After serving in the

U.S. Navy, he went to sea on a States Steamship vessel. Brother Laguana was born in Guam and worked in the steward department. Prior to retiring in 1991, he sailed aboard American Ship Management's *Comet*. Brother Laguana made his home in Calif.

RUSSELL MANCINI



Pensioner Russell Mancini, 76, passed away August 8. Brother Mancini first donned the SIU colors in 1967 in the port of

Wilmington, Calif. after serving in the U.S. Marine Corps. Born in

Maine, he first sailed aboard the *Steel King*. Brother Mancini shipped in the engine department, last working on the *Bay Ridge*. He resided in Westminster, Calif. and started receiving retirement compensation in 1993.

HARRY MESSICK



Pensioner Harry Messick, 72, died July 8. Brother Messick joined the SIU in 1951 in the port of Baltimore. His first vessel was the *Edith*.

Brother Messick, who was born in Camden, N.J., worked in the engine department. His final voyage was on the *Ambassador*. Brother Messick called Clearwater, Fla. home. He began receiving his retirement compensation in 1995.

SYLVESTER MONARDO



Pensioner Sylvester Monardo, 79, passed away July 24. Brother Monardo started sailing with the SIU in 1943 in New York

after serving in the U.S. Army. He was born in Braddock, Pa. and worked in the deck department. Brother Monardo first went to sea aboard the *Del Mar*; his last ship was the *LNG Libra*. Brother Monardo started receiving his pension in 1987. He made his home in Slidell, La.

PHILIP NAVITSKY



Pensioner Philip Navitsky, 81, died July 26. Brother Navitsky began his career with the Seafarers in 1947 in the port of Philadelphia. Born in Shen-

andoah, Pa., the deck department member first sailed aboard the *Marymar*. Brother Navitsky went on pension in 1977. He lived in Schuylkill, Pa.

ARNOLD NEFF

Brother Arnold Neff, 64, passed away June 22. He started his seafaring career in 1991 in the port of Houston. Brother Neff initially shipped aboard the *Cape Clear*. The U.S. Navy veteran worked in the deck department, most recently aboard the *Sulphur Enterprise*. He was born in Fayette, Ky. and called Freeport, Texas home.

SHELL NG

Pensioner Shell Ng, 79, died July 9. Brother Ng was born in China and embarked on his career with the Marine Cooks & Stewards in San Francisco. Brother Ng began receiving compensation for his retirement in 1973. He made his home in San Francisco.

ISIDORE OSTROFF



Pensioner Isidore Ostroff, 83, passed away June 20. Brother Ostroff launched his seafaring career in 1952 in the port of New York. His first

ship was the *Bradford Island*. Born in New York, Brother Ostroff worked in the steward department. His last voyage was aboard the *Philadelphia*. Brother Ostroff, who lived in Las Vegas, began receiving his pension in 1981.

JOSEPH PACKNETT



Brother Joseph Packnett, 36, died April 23. He joined the SIU in 1991 in Piney Point, Md. Brother Packnett first sailed on the *USNS Bartlett*.

Born in New Orleans, he was a member of the steward department. Brother Packnett last went to sea aboard the *PFC William Baugh*. He resided in Lexington Park, Md.

HAROLD UNGLERT



Pensioner Harold Unglert, 78, passed away June 19. Brother Unglert joined the SIU in 1966 in the port of Wilmington, Calif. Born in

New Jersey, he sailed in the engine department. Brother Unglert was a veteran of the U.S. Navy. Before retiring in 1991, he worked on the *Overseas New York*. Brother Unglert made his home in Old Bridge, N.J.

BENEDICT VEINER



Pensioner Benedict Veiner, 79, died July 1. Brother Veiner was born in New Brunswick, N.J. He began his career with the Seafarers in

1945 in the port of New York. Brother Veiner initially went to sea aboard the *Sea-Land Florida*; his last voyage was on the *North Platte Victory*. The deck department member began receiving his pension in 1996. Brother Veiner called Palatka, Fla. home.

CARL WOODWARD



Pensioner Carl Woodward, 77, passed away July 20. Brother Woodward began his seafaring career in 1978 in the port of Wilmington, Calif. after

serving in the U.S. Army. He was born in Lamar, Mo. and worked in the steward department. Brother Woodward first sailed aboard the *Manulani*. He most recently worked on the *Overseas Alaska*. Brother Woodward started receiving his retirement stipends in 1992. He resided in his native state.

GREAT LAKES

GIL BOILORE



Pensioner Gil Boilore, 56, died April 5. Brother Boilore joined the ranks of the SIU in 1972 in Alpena, Mich. He worked primarily aboard ves-

sels owned by American Steamship Company. Born in Michigan, Brother Boilore was a member of the deck department. He began receiving compensation for his retirement in 2002. Brother Boilore lived in Michigan.

JOHN OSTWALD

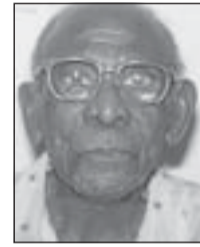
Pensioner John Ostwald, 69, passed away August 15. Brother Ostwald started sailing with the SIU in 1974 in the port of Duluth. The Michigan-born mariner worked in the engine department, initially sailing aboard



the *Steel T. Crapo*. His last vessel was the *Richard J. Reiss*. Brother Ostwald made his home in Burt Township, Mich. He went on pension in 2000.

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.

GERONIMO BISHOP



Pensioner Geronimo Bishop, 101, passed away August 7. Brother Bishop started his seafaring career with the NMU in 1943, initial-

ly shipping from the port of San Francisco. He worked in the steward department primarily aboard vessels operated by Marine Transport. Brother Bishop began receiving compensation for his retirement in 1969.

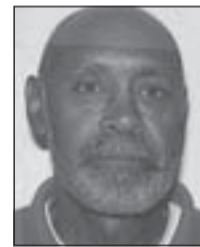
W.H. DENNIS



Pensioner W.H. Dennis, 77, died August 13. Brother Dennis was born in Grafton, W.Va. and joined the NMU in 1945. His first voyage

was from the port of New York aboard the *Gulf Maracaibo*. Brother Dennis worked in the engine department. He last shipped on the *Massachusetts* and went on pension in 1968.

EARL PATTERSON



Pensioner Earl Patterson, 64, passed away August 19. Brother Patterson first sailed with the NMU in 1966 aboard the *Winchester*. He worked in

the deck department, last sailing on the *USNS Roy Wheat*. Brother Patterson started collecting compensation for his retirement in 2002.

MARKO SIGALAS



Pensioner Marko Sigalas, 85, died July 31. After joining the NMU in 1953 in New York, he sailed aboard the *Thomas F. Baker*. Brother

Sigalas last went to sea on the *Pasadena*. He was born in Greece and shipped as a member of the deck department. Brother Sigalas began receiving his pension in 1975.

PAUL VEGA



Pensioner Paul Vega, 78, passed away August 16. Brother Vega started his career with the NMU in 1945 in the port of Houston. He

worked in the deck department, last sailing aboard the *George Lykes*. Brother Vega started receiving his retirement income in 1968.

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.

NORTHERN LIGHTS (IUM), July 11—Chairman **Mark T. Trapp**, Secretary **Ronald D. Jones**. Chairman reported smooth voyage and announced ship layup in Mobile, Ala. July 17. Secretary advised crew members to check expiration dates on all documents and reminded them to consider donating to SPAD when applying for vacation. Everyone asked to clean rooms before layup. No beefs or disputed OT reported. Clarification of procedures requested pertaining to lack of air conditioning or fans. Vote of thanks given to steward department for hard work.

OVERSEAS NEW YORK (ATC), July 19—Chairman **Christopher J. Kacey**, Secretary **Michael F. Meany**, Educational Director **Charles J. Walker Jr.** Chairman announced arrival in Cherry Point, Wash. He asked everyone to check with union hall and obey shipping rules. Secretary reported smooth-running ship and encouraged all departments to keep up good work. Educational director stressed importance of upgrading. No beefs or disputed OT reported. Clarification requested on pre-employment physicals.

PRINCE WILLIAM SOUND (ATC), July 25—Chairman **Albert L. Caulder**, Secretary **Jeffery L. Smith**, Educational Director **Thomas E. Woerner**. Chairman announced upcoming payoff in Long Beach, Calif. Educational director encouraged crew members to read *Seafarers LOG* and stay abreast of important union issues. He also recommended they get to know their contract and upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer reported \$4,000 in ship's fund to purchase treadmill for crew use and small refrigerators for individual rooms. Disputed OT and beefs reported in deck department. Vote of thanks given to steward department for excellent job.

RICHARD MATTHIESEN (OSI), July 18—Chairman **Cleveland N. West**, Secretary **Crista L. Ali**, Educational Director **David W. Bodah**, Deck Delegate **Troy R. Ingersoll**. Chairman reminded crew to sepa-

rate plastic items from regular trash. Educational director advised that crew allow plenty of time when renewing z-cards. He urged Seafarers to upgrade skills at Piney Point facility. Treasurer stated \$140 in ship's fund and \$735 in safety fund. No beefs or disputed OT reported. Suggestions made to raise number of vacation days and call reliefs early so they can meet ship upon arrival. Request made to fix or replace toaster in crew mess hall and purchase an iron. Chief cook should be made aware that watchstanders should be served first. Thanks given to all three departments for jobs well done.

1ST LT. BALDOMERO LOPEZ (American Overseas Marine), Aug. 8—Chairman **Larry E. Childress**, Secretary **Gary Dottino**, Deck Delegate **Basil R. D'Souza**, Engine Delegate **Joseph U. Quitugua**, Steward Delegate **Francisco Roy**. Chairman reminded crew about dress code in mess hall (no tank tops, flip-flops or hats). Educational director advised members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Discussion held about Coast Guard's new physical requirements. Captain will connect cable TV to ship in near future. Next port: Newport News, Va.

1ST LT. JACK LUMMUS (American Overseas Marine), Aug. 3—Chairman **William L. Bratton**, Secretary **William E. Bragg**, Educational Director **Michael S. Reuter**, Deck Delegate **Jose Lopez**, Engine Delegate **Kenneth L. Couture**, Steward Delegate **Gregory N. Williams**. Chairman reviewed highlights of Guam port agent's visit aboard ship. He spoke about opportunities on NCL America's new cruise ships around Hawaii and thanked crew for donations to assist fellow crew member during family crisis. Secretary read communications from union pertaining to benefit changes. He explained payment schedule and reminded crew of need to obtain pre-authorization for health care benefits. Educational director recommended crew not miss out on upgrading opportunities available at Piney Point facility. Treasurer stated \$419 remain in ship's fund after the purchase of two blenders. No beefs or disputed OT reported. Suggestion made for steward to draft petition for implementing launch schedule in Saipan/Guam that would permit steward department personnel to go ashore and return in time for scheduled work hours. Next port: Guam.

ATLANTIC FOREST (Waterman Steamship Corp.), Aug. 10—Chairman **Wilton F. Perry**, Secretary **Ekow Doffoh**, Educational Director **Robert A. Ott**, Steward Delegate **Alaa A. Embaby**. Chairman announced Aug. 13 arrival in New Orleans with payoff the next day. Secretary reported smooth voyage. Educational director emphasized importance of upgrading. He also

reminded crew that SIU scholarship program is available to them, their spouses and children. No beefs reported; some disputed OT noted by deck and engine delegates. Recommendation made to raise pension benefits. Suggestion made to purchase new freezer to store ice cream and install new TV system. Vote of thanks given to steward department for good food and service. Next port: New Orleans.

BLUE RIDGE (Intrepid), Aug. 3—Chairman **Inocencio M. Desaville**, Secretary **Jimmie B. Riddick**, Deck Delegate **Stephen R. Harrington**, Engine Delegate **Jimmie B. Reddick**, Steward Delegate **Gery R. Byrd**. Chairman announced Aug. 9 payoff in Long Beach, Calif. and advised everyone to keep dues paid up. Secretary informed crew of Coast Guard fireboat drills on next trip to Tampa, Fla. and thanked crew members for helping keep ship clean. Educational director stressed importance of upgrading skills at Paul Hall Center. Treasurer stated money in ship's fund used to pay for cable. No beefs or disputed OT reported. Steward department thanked for good job and encouraged to keep up good work.

DEVELOPER (USSM), Aug. 8—Chairman **Joseph J. Caruso**, Secretary **Randy A. Stephens**, Educational Director **Dimarko L. Shoulders**, Deck Delegate **David D. Freeman**, Steward Delegate **Carlos E. Suazo**. Chairman reminded crew members to abide by all security and safety regulations on vessel. Secretary informed everyone that applications (medical, vacation, etc.) are available on board ship. Just ask him. Educational director advised crew to check documents for expiration dates. No beefs or disputed OT reported. Chairman encouraged crew members to vote during union's elections this year. Request made to replace dryer in laundry room. Chairman thanked all departments for jobs well done. Next ports: Charleston, S.C.; Miami; Houston.

EL YUNQUE (IUM), Aug. 1—Chairman **Luis Ramirez**, Secretary **Francis E. Ostendarp Jr.**, Educational Director **John J. Walsh**, Deck Delegate **John W. Cooper**, Engine Delegate **Carlton A. Hendley**. Chairman announced Aug. 2 payoff in San Juan, P.R. and encouraged crew to keep all necessary shipping documents current. Educational director advised crew to upgrade skills at Piney Point whenever possible. No beefs or disputed OT reported. Suggestions made to change prescription policy in order to obtain enough medication for four months while on ship and to change pension eligibility.

EXPLORER (USSM), Aug. 12—Chairman **Robert Pagan Jr.**, Secretary **William R. Burdette**, Deck Delegate **Jose Garcia**, Engine Delegate **Carlos M. Noriega**, Steward Delegate **Majed Alsunbahi**. Chairman thanked deck department for good performance during trip. He announced Aug. 12 payoff in Los Angeles after ship has cleared customs and requested crew keep rooms as clean as possible and turn in keys before leaving ship. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Next ports: Los Angeles and Oakland, Calif.

EXPRESS (USSM), Aug. 8—Chairman **George H. Perry Jr.**, Secretary **Richard E. Hicks**, Educational Director **Mohamad**

Y. Abdullah. Chairman spoke with captain about contract agreement and e-mailed outcome to contracts department at headquarters. Educational director encouraged Seafarers to contribute to SPAD and upgrade at Paul Hall Center whenever possible. No beefs or disputed OT reported. Suggestion made to increase number of vacation days earned.

HORIZON NAVIGATOR (Horizon Lines), Aug. 2—Chairman **Guy L. Wilson**, Secretary **Mark V. Cabasag**, Educational Director **Benny A. Orosco**, Engine Delegate **Gregory L. Howard**, Steward

LIBERATOR (USSM), Aug. 12—Chairman **Daniel J. Teichman**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Deck Delegate **Jerry Gonzaga**, Engine Delegate **Si I. Hughes**. Chairman thanked crew for good voyage. Educational director talked about opportunities available at Piney Point for upgrading skills. No beefs or disputed OT reported. Request made to purchase video games for X-Box in lounge.

MAERSK CAROLINA (Maersk Line), Aug. 1—Chairman **Abdul Gharara**, Secretary **John G. Reid**, Educational Director **Kevin**

Supporting Operation Iraqi Freedom



Bosun Mike Sinclair (right) poses with some of the National Guardsmen who sailed aboard the USNS Harry Martin on its run to Kuwait.

Delegate **Henry O. Wright Jr.** Secretary announced next payoff Aug. 5 in Long Beach, Calif. Educational director emphasized importance of donating to SPAD for job security. No beefs or disputed OT reported. Deck and engine departments expressed appreciation to steward department for excellent job. Suggestions made to improve pension and health benefits plans. Next ports: Long Beach; Honolulu; Oakland, Calif.

HORIZON RELIANCE (Horizon Lines), Aug. 1—Chairman **Dominic L. Brunamonti**, Educational Director **Kevin T. McCagh**, Deck Delegate **Brandy G. Carter**, Engine Delegate **Rhonda Koski**, Steward Delegate **Kenneth K. Lee**. Chairman announced payoff Aug. 7 in Tacoma, Wash. He thanked everyone for generous donations to two fellow crew members who both lost their mothers recently and expressed his deepest regrets. Educational director encouraged crew to enhance skills at Paul Hall Center. Treasurer stated \$1,485 in ship's fund. Recommendation made to steward regarding future stores. No beefs or disputed OT reported. Vote of thanks given to steward department for fine meals prepared this trip.

HORIZON SPIRIT (Horizon Lines), Aug. 19—Secretary **Edgardo G. Ombac**, Engine Delegate **James B. Spranza**. Chairman announced Aug. 21 payoff in Tacoma, Wash. He thanked everyone for following safety procedures (using tunnel, wearing hard hats), especially during cargo operation. Educational director advised crew to upgrade skills (and even bring the family for vacation) at union's affiliated school in Piney Point, Md. He stressed need to check that all documents are up to date. No beefs or disputed OT reported. Thanks given to steward department for good food. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

M. Cooper, Deck Delegate **Edward H. Majesky Jr.**, Engine Delegate **Valerii H. Lazarov**, Steward Delegate **Ali S. Salim**. Chairman announced payoff Aug. 4 in Charleston, S.C. He thanked crew for safe trip and asked those departing vessel to make sure rooms are clean and supplied with fresh linen for next person. Educational director advised everyone to count vacation days and compare that number with discharges as well as check if any bonuses are due. No beefs or disputed OT reported. Suggestion made to reduce seetime needed for pension benefits. Thanks given to steward department for great cookout. Next ports: Charleston, S.C.; Norfolk, Va.; Newark, N.J.

MAERSK CONSTELLATION (Maersk), Aug. 6—Chairman **Horace B. Rains**, Secretary **James J. Battista**, Educational Director **Juanito D. Dansalan**. Chairman stated air conditioning on ship not working properly. Educational director encouraged everyone to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Request made for ice machine, salad bar and grill for galley. Steward department given vote of thanks for great service, preparation and quality of food.

OVERSEAS JOYCE (OSG), Aug. 1—Chairman **Roger C. Tupas**, Secretary **Jack A. Hart Jr.** Chairman announced payoff Aug. 6 in Portland, Ore. and thanked crew for good, safe trip. Secretary thanked everyone for helping keep house clean and for good seamanship. Educational director advised crew members to check expiration dates on MMDs and other documents and encouraged them to upgrade skills at Piney Point whenever possible. No beefs or disputed OT reported. Recommendation made regarding increase in pension plan. Requests made for better TV and radio.

Home from Kuwait



AB Mike Garland works on deck aboard the USNS Harry Martin when the RO/RO-containership arrived home in Guam.

Burial at Sea Conducted For Brother Anthony Beck

Pensioner **Anthony Beck**, 95, passed away May 31. In complying with his request to be forever at sea, his ashes were scattered July 14 from the SIU-contracted *Horizon Navigator*.

Officiated by Captain John Jablonski, the last rites for Brother Beck were conducted

while the *Navigator* was steaming across the Pacific Ocean and situated at Latitude 26 degrees 32 minutes North and Longitude 144 degrees 40 minutes West.

During his ceremonial remarks, Captain Jablonski said, "Today we gather to honor the memory of SIU Brother

Anthony Beck... All who make their living on the sea know the pain of being separated from their loved ones and with that thought in mind we pray for the Beck family in their loss."

Following the reading of the 23rd Psalm, Captain Jablonski continued, "Eternal rest grant unto him oh Lord, and let perpetual light shine upon him. Come to his assistance ye Saints of God. Meet him, ye Angels of the Lord, receive his soul and present it to the Most High. May Christ who called thee; and his Angels lead thee into the Bosom of Abraham. Eternal rest grant unto him oh Lord, and let perpetual light shine upon him."

With that, Captain Jablonski scattered Brother Beck's ashes into the sea

Seafarers aboard the vessel at the time of the services included Bosun **Guy Wilson**, AB **Abdulhameed Mohamed**, AB **Lauro Clark**, GUDE **Edibowie Mariano**, Engine Utilities **Asher Liss** and **Benny Oroscro** and SA **Kasem Ahmead**.

Brother Beck launched his career with the SIU in 1948 in the port of New York. Born in California, he shipped in the deep sea division as a member of the engine department. Brother Beck initially went to sea aboard a Waterman Steamship Co vessel. He last shipped on the *Fairland*. The U.S. Navy veteran resided in Sonoma, Calif.



Captain John Jablonski (above, right) conducts burial at sea services aboard the *Horizon Navigator* for deceased SIU Pensioner Anthony Beck as members of his crew look on.

Left: Captain Jablonski deposits the ashes of Brother Beck into the sea. The burial at sea ceremony took place July 14 in the Pacific Ocean.

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.

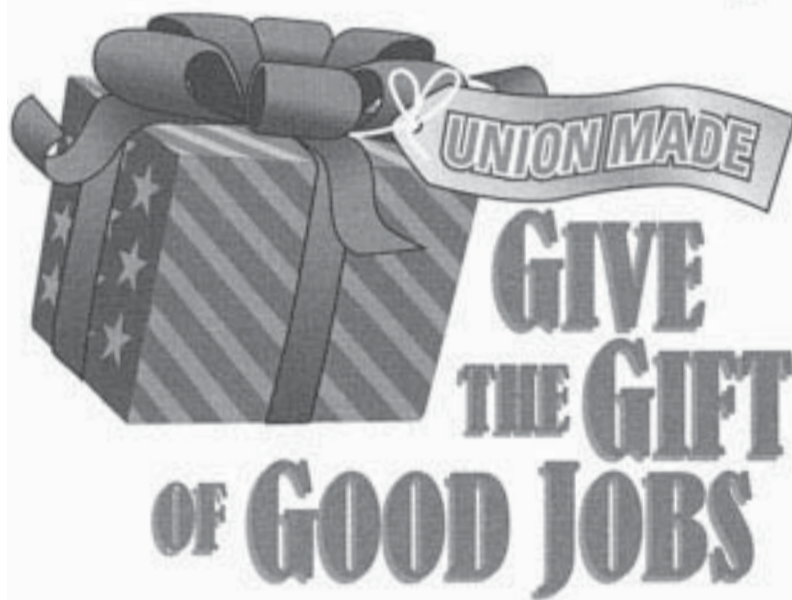
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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.

Shop Union for the Holidays



This holiday season, support good jobs by giving union-made gifts. Your shopping dollars can keep good-paying jobs — with good wages and benefits — in your community.

For a fine selection of holiday gifts, go to: www.shopunionmade.org

Union Label & Service Trades Dept., AFL-CIO

Final Departures

Continued from page 18

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

Name	Age	DOD
Anderson, Armando	70	July 24
Anderson, Walter	76	July 24
Aponte, Luis	78	July 27
Boone, Edward	81	July 31
Branch Jr., Arthur	80	Aug. 25

Brathwaite, Pelham	78	Aug. 3	Matovich, Sam	69	April 20
Coleman, William	78	Aug. 20	Melchior, James	80	Aug. 15
Diaz, Brigido	72	July 28	Mitchell, Charles	79	Aug. 6
Dix, Robert	84	June 22	Moye, James	79	July 2
Freeman, Walter	79	July 30	Noche, Alberto	92	Aug. 2
Godwin, Otis	80	July 15	Orchard, John	82	Aug. 7
Gordon, Joseph	89	July 24	Overby, Edward	81	Aug. 3
Hall, Joseph	60	July 29	Perez, Manuel	75	Aug. 22
Jeter, Ruddle	79	Aug. 1	Reilly, Thomas	79	June 27
Kelly, Franklin	82	Aug. 14	Schulte, James	71	July 24
King, Willie	76	Aug. 11	Thomas, Ruben	77	July 30
Lam, Hong	83	Aug. 2	Vaugh, Alvin	85	Aug. 19
Marcelo, Melchor	91	June 26	Whitfield, Leroy	67	July 26
Martin, Josh	71	July 29	Wusstig, Frank	66	Aug. 19

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. through the end of 2004. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 8	December 3
Automatic Radar Plotting Aids* (ARPA) <i>*(must have radar unlimited)</i>	November 15	November 19
GMDSS (Simulator)	November 1	November 12
Lifeboatman/Water Survival	October 25	November 5
Navigation Fundamentals	November 29	December 10
Radar	November 1	November 12
Specially Trained Ordinary Seaman (STOS)	October 4 November 29	October 15 December 10

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning Sept. 20, 2004.

Recertification

Bosun	October 11	November 8
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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 _____

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operation	November 15	December 10
FOWT	October 25	December 17
Welding	October 4 November 1	October 22 November 19

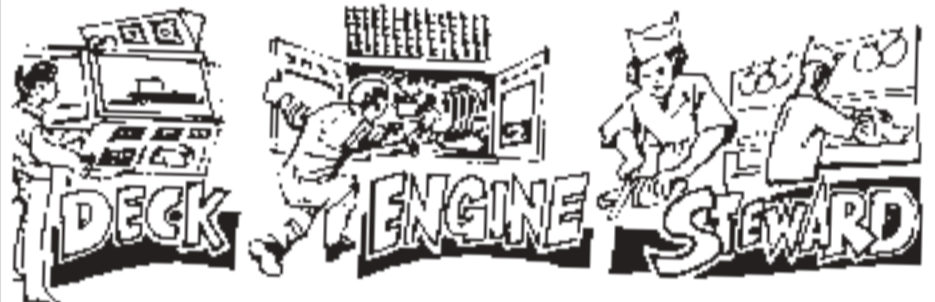
Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>*(must have basic fire fighting)</i>	November 8	November 19
Tankerman (PIC) Barge* <i>*(must have basic fire fighting)</i>	October 4	October 8

Academic Department Courses

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

Upgrade . . .



. . . at the Paul Hall Center

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

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

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.

10/04

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 653 — Graduating from the water survival class are unlicensed apprentices from class 653 (in alphabetical order) Anthony Bartley, Vincent Deguzman, Latonia Furty Jr., Todd Gallagher, Jonathan Ives, Andrew Jackson, Christopher Jackson, Samuel Lambert Jr., Cleveland Lewis, Carlos Lianos Jr., Jeremy Martinez, Daniel McFarland Jr., Samuel Miller, Adrian Mills, Clifford Nicely, Thomas Nicely, James Nickerson and Martin Simmons Jr. (Note: not all are pictured.) Their instructor, Tom Gilliland, is at far right.



Government Vessels — With instructor Greg Thompson (far left) are Aug. 6 graduates of the government vessels course. They are (in no specific order) Mario Torrey, Christopher Wheeler, Jon Carrico, Jovita Carino, Stacy Murphy, Aaron Barnes, Jonathon Hardiman, Nelton Rodriguez, Yamil Sanchez, Orlando Caro, Forrest Cornelison, Russell Wall, Benjamin Anderson and Gregory Ralston.



Fast Rescue Boat — Sept. 3 was graduation day for those in the fast rescue boat course. They are (in alphabetical order) Albert Bharrat, David Bracken, Stephen Gardner III, Robert George, Karen Laycock, Steven Medina, Loren Wolfe and Stella Zebrowski. Their instructor, Stan Beck, stands in the back.



Oil Spill Containment — Boatmen from Penn Maritime who completed the oil spill containment course Aug. 6 are James Graham, Brian Bascom, Paul Hendrix, Lindsey Sikora, Kim Duplantis Jr. and Charles Gale. Their instructor, Stan Beck, stands at left.



Certified Chief Cook — Working toward their certified chief cook endorsements are (from left) Gerald Toledo, Shirley Pellamy, John Dobson (instructor), Alphonzo Berry and Juan Vallejo.



Advanced Fire Fighting — Under the guidance of instructor Anthony Hammett (far right) are Sept. 3 graduates of the advanced fire fighting course. They are (in alphabetical order) Timothy Casey, Scott Lucero, Niko Mansales, James Raney, Trent Sterling, Clive Steward and Jermaine Williams.



GMDSS — Completing their GMDSS training Sept. 3 are (from left) Brad Wheeler (instructor), Sheila Petri and James Shaffer.



Basic Auxiliary Plant Operations — Upgrading Seafarers Roy Brooks and Jorge Bodden joined with unlicensed apprentices in completing the basic auxiliary plant operations course Aug. 20. They are (in no specific order) Jonathan Miller, Travis Zeller, Cody Stasch, Brian Leach, Lon Maduro, Christopher Burke, Dameon Cooler, Terry Chance, Connie Clemons, DeShanna Sherrod, Shawn Sayers, Djaun Wright, Alexander Rhodes, Matthew Wright and Chris Oding. Their instructor, Jim Shaffer, is at far left.

Computer Lab Classes



Showing off their certificates of achievement for completion of several computer classes at the Paul Hall Center are (from left) instructor Rick Prucha and Suzanne Santora; (back row) Brian Delatte, Mohamed Abdelwahab, instructor Rick Prucha, Arthur Quinney III, Nicholas Smithling, (kneeling) Jerry Sobieraj and Rubin Gonzalez; Niko Monsales, instructor Rick Prucha and Paa Kwakye; (seated) John Faith and Jerald Martinez and (standing) instructor Rick Prucha.

Paul Hall Center Classes



Lifeboatman/Water Survival — Upgrading Seafarers who completed this course Aug. 13 are (in no specific order) Bruce Milburn, Paa Kwakye, Philip Hatcher, Edwin Pelington, Lino Remorin, Harry Hernandez, William Madden III, Jose Norales, Moises Ortiz, James Robinson, Darrol Bates, Manuel Daguio, Vasile Dadgaru, Jimmy Lawhon, Shirley Ballamy and Niko Monsales. Their instructor, Bernabe Pelington, is third from left.



Small Arms — Aug. 27 was graduation day for those in the small arms training class. They are (in alphabetical order) Christopher Burke, Jovita Carino, Brian Leach, Jonathan Miller, Stacy Murphy, Jose Nunez, Gilberto Quinones, Alexander Rhodes, Yamil Sanchez, Shawn Sayers, Russell Wall, Djuan Wright and Matthew Wright. Their instructor, Robby Springer, is at far left.

Basic Safety Training Classes



STCW — Aug. 6: Greg Blasquez, William Britton, Allen Cole, Kai Gulliksen, Mark Jones, Fernando Lopes, John Macari, Albert Moore, Karen Petterson, Michael Peck, Joseph Reynolds, Anthony Rosa and Francisco Ocado. Their instructor, Tony Sevilla, is at far left.



STCW — Aug. 27: (Alaska fishermen) Joseph Demmert, Vincent Hamm, Justin Huggins, Roderick McLeod, Charles Melendrez, Timothy O'Hara, Kirk Opheim, Leroy Peterson and Clark Thomas.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsements Sept. 3 are Alaska fishermen (in alphabetical order) Joseph Demmert, Vincent Hamm, Justin Huggins, Roderick McLeod, Charles Melendrez, Timothy O'Hara, Kirk Opheim, Leroy Peterson and Clark Thomas. Their instructor, Stacey Harris, sits aft.



FOWT — Completing the FOWT course Sept. 3 are (in no specific order) Blas Robert, Justin Violanti, Ryan Strick, Antonio Watson, Robert Walter, Clarence Pearson, Tawrence Abrams, Gregory Davis, Carl Williams, Doug Lowry, Scott Martin, Michael Mazyck, Forrest McGee, Rigoberto Beata and John Faith. Their instructor, Eric Malzkuhn, is at far left.

FOWT — Graduating from this course Sept. 3 are (in no specific order) Philippe Leger, Nathaniel Barker, Geoffery Coulton, Vernel Page, Tristum Beeks, Timothy Sextor, Joseph Thomas, Heriburto Alvarado, James Barker, Joseph Schoonover and Nicholas Bacon. Their instructor, Jay Henderson, is at far right.



Specially Trained OS — Receiving their STOS certificates of completion Aug. 20 from instructor Stacey Harris (center) are Benjamin Anderson, Aaron Barnes, Orlando Caro, Jovita Carino, Jon Carrico, Forrest Cornelison, Jonathon Hardiman, Regis Makowski, Stacy Murphy, Gregory Ralston, Nelton Rodriguez, Yamil Sanchez, Mario Torrey, Russell Wall and Christopher Wheeler.



Specially Trained OS — Another STOS class that graduated Aug. 20, but under the instruction of Tony Sevilla (sixth from left) are Justin Perry, Carlos Gibbons, Omar Madrid, Carl Wonderly, Jerald Martinez, Wilber Pantin, Chris Malbas, Hector Regalado and Michael Smorowski. Also in the photo is Capt. Jack Russell (second from right).

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

President Bush last month issued the following statement:

President Bush understands the maritime industry has long played a vital role in our nation's commerce and defense. Safe, reliable and efficient marine transportation of goods and passengers is essential to sustaining growth in the U.S. economy and to our international trade. In time of war or national emergency, the U.S. military depends on shipping and seafarers drawn from the U.S.-flag commercial fleet to deploy our military overseas and, once deployed, to transport the supplies necessary for them to fight, and win anywhere in the world.

A strong maritime industry, however, requires more than just a U.S.-flag merchant marine capable of transporting the country's waterborne commerce and of maintaining a U.S.-flag presence in international trade. It requires a base of trained and experienced seafarers to man those ships. It requires a shipbuilding and repair industry capable of building and repairing the vessels necessary to sustain that commerce. And it requires a national maritime infrastructure—ports, waterways and inter-modal connections—capable of handling that commerce.

To compete in the global economy of the 21st century, President Bush believes the United States needs a maritime policy tailored to 21st century needs. Programs that have contributed to the growth of our domestic fleet, such as the Jones Act, and those that guarantee inter-modal cargo lift and management services when needed in times of crisis or conflict, such as the Maritime Security Program, should be maintained. Additionally, President Bush will vigorously pursue negotiations aimed at ending international practices that disadvantage our industry.

In his second term, President Bush will seek to provide the conditions under which the American maritime industry can compete and grow in the 21st century. He will support a revitalized industry that creates jobs and is a competitive transportation option in both foreign and domestic markets. ■