



# The Seafarers Log

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

## SIU Members Sail Aboard New Tanker Alaskan Navigator



Seafarers are sailing aboard the newest double-hulled tanker built for BP Oil Shipping Company, USA following the vessel's delivery late last year. SIU members in late November crewed up the *Alaskan Navigator* (left), the third of four Alaska-class tankers constructed for BP at San Diego's National Steel and Shipbuilding Company (NASSCO). Like its sister ships *Alaskan Frontier* (below) and *Alaskan Explorer*, the *Alaskan Navigator* is operated by SIU-contracted Alaska Tanker Company. Page 3.



### Paul Hall Center 2006 Course Guide



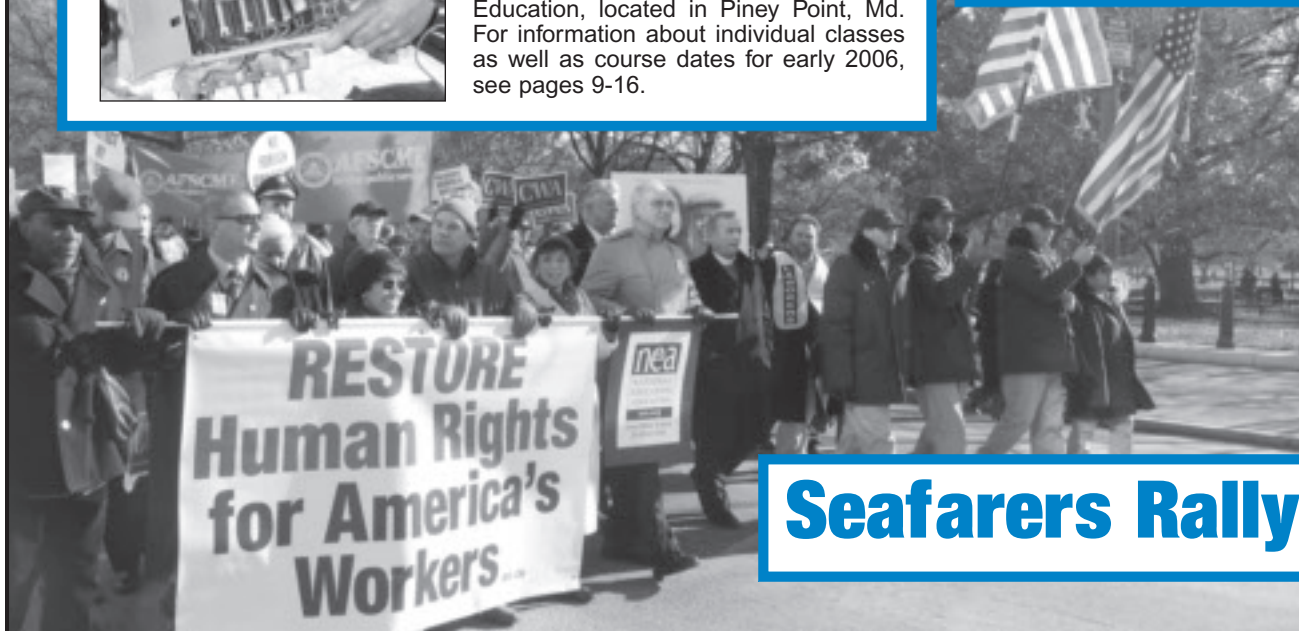
As reflected in the photos directly above and at left, hands-on training is a key part of most courses available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. For information about individual classes as well as course dates for early 2006, see pages 9-16.

### New Tug Christened



Photo courtesy Al Lindner

SIU boatmen on the West Coast are sailing aboard the new Brusco Tug & Barge tugboat *Lulapin*. Page 3.



SIU members and officials across the country joined with fellow trade unionists and other supporters around the globe in a number of demonstrations conducted during International Human Rights Week. At left, Seafarers (far right in photo) carry the American flag during a Dec. 8 march in Washington, D.C. At right, SIU Patrolman Rob Wisler (right) greets AFL-CIO President John Sweeney at a Dec. 6 event in Philadelphia. Page 5.



## Seafarers Rally for Human Rights

## President's Report

### Progress and Optimism

Looking back on the year 2005, our union has every reason to feel proud.



Michael Sacco

Looking ahead to 2006, we have every reason to be optimistic.

Take a moment to consider some of the accomplishments we've made during the past 12 months. When it comes to new ships and new jobs, 2005 was nothing short of incredible.

The Maritime Security Program fleet added 13 SIU-crewed ships. Aker Philadelphia Shipyard started construction on the first two of 10 SIU-contracted tankers to be operated by OSG. NCL America launched its second Seafarers-crewed cruise ship, the *Pride of America*.

We gained ships in other areas, too, including three new tankers on the West Coast, a new car carrier, a new Great Lakes ship, new tugs and barges, and a new class of vessels crewed by members of the SIU Government Services Division. We also retained jobs on dozens of ships when new contracts were awarded by the government, including all 54 vessels in the U.S. Ready Reserve Force.

Brothers and sisters, if that's not progress, then I don't know what is.

I have no intention of ever letting our union rest on its laurels, but I'm proud of our accomplishments. And I think it's important to step back every once in a while and appreciate our gains along with the people who make them possible.

As I've said many times, it all starts with you, the rank-and-file Seafarer. Our union is strong because of the outstanding work you do aboard ship. Our union is strong because you support this administration at every level. Our union is strong because you understand the importance of political action.

On that last note, I especially appreciate your support of SPAD, the union's voluntary political action fund. Our industry is so heavily regulated that we simply have no choice but to protect our interests on Capitol Hill and at the state and local levels all across the country. That type of effort takes manpower and it also takes money. That's simply the reality of politics in the United States.

I'm certainly not saying that political contributions guarantee results. But they do help give us a chance to sit down and explain our issues and concerns. Normally, when we have that opportunity we are successful.

With 2006 being a Congressional election year, your continued support of SPAD is more vital than ever.

Moving forward, I see no reason to expect anything less than continued success for the SIU. We have the best-trained mariners in the world. We have a top-notch affiliated school, the Paul Hall Center in Piney Point, Maryland. By the way, that school constantly brings in new unlicensed apprentices to help ensure a solid future for our industry. No one else in America offers a similar program for unlicensed seamen.

We also have dedicated officials who along with the membership understand that the SIU is more than a union. I honestly feel that we're more like a family. That may sound old-fashioned if you're not very familiar with our organization, but it's from the heart and it's true.

Let me tell you why. When you fight alongside someone, you almost can't help becoming close. You bond under those circumstances. And make no mistake, it is a constant battle to continue revitalizing the U.S. Merchant Marine. We've earned every single SIU-contracted ship and fought for every pro-U.S.-flag program in existence.

None of it happened by accident, and none of it is guaranteed to last. That's why we're going to keep promoting and protecting our union and our industry. Our country deserves and needs a strong U.S. Merchant Marine. Operations Iraqi Freedom and Enduring Freedom, along with the hurricane relief missions along the Gulf Coast are just the latest reminders of our value to national and economic security.

That's something worth fighting for, and I know that our union—our family—will continue to win our share of battles in 2006 and beyond.

Volume 68, Number 1

January 2006

The SIU on line: [www.seafarers.org](http://www.seafarers.org)



The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

Copyright © 2006 Seafarers International Union, AGLIWD All Rights Reserved.

## Steady Progress Continues In ITF's FOC Campaign Annual Report Reflects Success, Challenges

The year 2004 was one of significant achievement for the International Transport Workers' Federation (ITF) in its ongoing battle against owners of vessels that fly the flags of countries other than their own, according to the body's recently released annual report, "Campaign Against Flags of Convenience and Substandard Shipping."

The ITF's fight against so-called flags of convenience (FOC)—also known as runaway flags—has two primary components: a political campaign and an industrial crusade. The political element is designed to establish an authentic link between the flag a ship flies and the nationality or residences of its owners, managers and seafarers through international governmental agreements. The industrial campaign is designed to ensure that mariners who work aboard FOC vessels, regardless of their nationality, are protected from exploitation by shipowners.

The industrial campaign continues to be an essential component of the fight against FOCs and substandard ships, so that seafarers are protected from exploitation, according to Stephen Cotton, secretary, ITF Special Seafarers' Department. In the case of FOCs, he said, a fundamental objective of the campaign is the erosion of the competitive advantage that FOC ships have over the higher cost, traditional flag vessels.

Cotton pointed out that one noteworthy development during the past two years has been the creation of the International Bargaining Forum (IBF) as the primary forum for negotiations between the ITF and shipping companies on issues relating to wages and working conditions of crews aboard FOC ships. A noticeable increase in the IBF's membership, which includes more of the world's shipowners and managers, has been particularly encouraging for the ITF.

Some of the noteworthy progress outlined in the annual report, and the arenas in which it occurred is as follows:

■ **The Political Campaign**—Negotiations to formulate a single ILO convention to consolidate and replace more than 60 maritime labor conventions took place. ITF officials hope for a final agreement on this issue sometime this year. In addition, the ITF was involved in talks which led to the adoption of the IMO's International Ship and Port Facility Security Code. Among other things, the new code contains instructions on fundamental rights and freedoms of maritime workers, including trade union rights. (See related story, page 4.)

■ **The Inspectorate**—ITF inspectors and coordinators numbered only 131 people in 2004. They

were responsible for 43 countries and dependent territories. Despite the size of their ranks, they conducted 9,532 ship inspections. This compares to 9,104 inspections in 2003 and 8,886 in 2002.

■ **Agreements**—ITF officials signed 6,811 collective agreements for crews of FOC vessels in 2004 (most of them for ships previously covered by ITF contracts). In previous years (2003 and 2002), the numbers were 6,633 and 6,577, respectively. Inspectors and coordinators signed 1,285 new agreements in 2004 compared to 1,035 in 2003. The number of seafarers covered by ITF agreements in 2004 was 187,218 (178,466 in 2003) who worked aboard 8,171 vessels (7,886 in 2003).

■ **Back Pay**—A total of \$22.9 million was collected by inspectors in back wages for crews. In 2003, that figure was \$24 million; the level was \$27.6 million in 2002. In addition, \$2.2 million was secured by the ITF Actions Unit. The total amount of back pay recovered in 2004 was therefore \$25.1 million. In 2003 the figure was \$27.8 million.

■ **Industrial, Legal Action**—Industrial action, either by dockers unions or by FOC crews, was taken in 24 different countries in 2004 in order to recover back pay owed to crews or to secure ITF agreements. In 2003, industrial action was taken in 31 countries. The mark was 21 countries in 2002. Between 2002 and 2004, a total of 55 ITF agreements were signed as a result of industrial action. During 2004, 23 ships were arrested following legal action instigated by an ITF inspector.

The foregoing facts and figures speak for themselves. There can be no argument that 2004 was a banner year for the ITF and its FOC campaign, but this really is nothing new. For more than 50 years, the ITF—through its affiliated seafarers and dockworkers unions, successfully has waged a campaign not only to end the FOC system, but also to improve the wages and working conditions of seafarers who work aboard runaway-flag ships.

The campaign has evolved considerably since those early days and will continue to do so as the shipping industry adapts to changing global circumstances, noted ITF General Secretary David Cockcroft in his column in the 2004 annual report, "Campaign Against Flags of Convenience and Substandard Shipping."

"One thing will remain constant," Cockcroft said. "The ITF's determination to ensure that the world's seafarers receive decent wages, enjoy safe working conditions and can exercise their trade union rights."

## SIU-Crewed Ships Deliver for U.S. Troops

SIU members continue answering their call to duty as part of the nation's fourth arm of defense by sailing aboard military support ships involved in Operation Iraqi Freedom (OIF).

As of press time for the *Seafarers LOG*, the following 15 SIU-crewed vessels were among those on the high seas supporting our troops involved in the ongoing sealift component of OIF: *USNS Chesapeake*, *Northern Lights*, *Westward Venture*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *Cape Douglas*, *USNS Watkins*, *Cape Decision*, *USNS Piliilau*, *USNS Bob Hope*, *USNS Fisher*, *USNS Seay*, *USNS Benavidez* and the *USNS Denebola*.

For Seafarers, the current stage of OIF is the continuation of a mission that began with pre-war mobilizations for the all-out combat phase of Operation Iraqi Freedom in 2003. As SIU President Michael Sacco recently noted, Seafarers "are proud to continue serving as part of America's fourth arm of defense. Our members are the best-trained seafarers in the world, and I know for a fact that they are patriotic men and women who are ready,



The *USNS Piliilau* is one of many SIU-crewed ships sailing in support of U.S. troops mobilized for Operation Iraqi Freedom.

willing and able to deliver the goods—anytime, anywhere."

Numerous military officers have commended the U.S. Merchant Marine's role in OIF—an operation repeatedly described as the most efficient sealift effort in America's history. For example, addressing mariners at a shipboard ceremony, the commander of the U.S. Military Sealift Command, Vice Admiral David L. Brewer, stated, "We have prevailed because you answered your nation's

call. You built a steel bridge of democracy from the USA to the Coast of Kuwait."

At another ceremony last November in Baltimore, Brewer along with General Robert Magnus, assistant commandant, United States Marine Corps, and Gen. Norton Schwartz, commander, United States Transportation Command (TRANSCOM) expressed similar appreciation for the performance and reliability of U.S. crews.

# 3<sup>rd</sup> BP Tanker Delivered

## Seafarers Crew Up Double-Hulled Alaskan Navigator

Seafarers are sailing aboard the newest double-hulled tanker built for BP Oil Shipping Company, USA following the vessel's delivery late last year.

SIU members in late November crewed up the *Alaskan Navigator*, the third of four Alaska-class tankers constructed for BP at San Diego's National Steel and Shipbuilding Company (NASSCO).

Like its sister ships *Alaskan Frontier* and *Alaskan Explorer*, the *Alaskan Navigator* is operated by SIU-contracted Alaska Tanker Company. The vessels normally sail between Alaska and the West Coast.

The fourth and final ship in this class is under construction at NASSCO and is slated for delivery in late 2006.

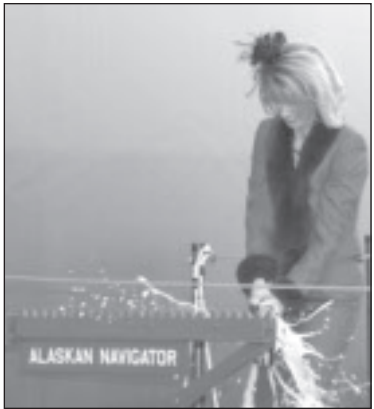
"I know from talking with members and officials on the

West Coast that there's a lot of excitement about the *Alaskan Navigator*," noted SIU Vice President Contracts George Tricker. "It's obviously a state-of-the-art ship, and it means continued job security for the membership. There's an important national security aspect to this delivery, too, because every new U.S.-flag ship helps sustain a pool of well-trained, reliable U.S. mariners who can sail on military support vessels."

The tankers are 941 feet long with a beam of 164 feet and a capacity of 1.3 million barrels of crude oil. The *Alaskan Frontier* and *Alaskan Explorer*, delivered in August 2004 and March 2005, respectively, have been delivering crude oil from Alaska to BP's refineries in Los Angeles and Cherry Point, Wash.

NASSCO touts the Alaska-class tankers as "the most environmentally friendly oil tankers ever built. Their double hull construction has been designed for a life of 35 years, and their deck structure has a life of 50 years—a robust configuration that will perform at peak efficiency for

Left: Caroline Shorten Conn, spouse of BP Group Executive Officer Iain Conn, officially names the *Alaskan Navigator* during a ceremony at NASSCO on Nov. 12, 2005.



## New Tractor Tug Joins Brusco Fleet

SIU boatmen late last year welcomed a new addition at Brusco Tug & Barge: the tractor tug *Lulapin*.

The boat was christened Oct. 6 in Port Hueneme, Calif.

Described by the company as "a compact but powerful addition to Brusco's fleet," the *Lulapin* is 78 feet long and 30 feet wide. It is classified as an Azimuth Stern Drive (ASD) tractor tug with 4,000 hp and 100,000 pounds of bollard pull. The tug can sail at 13 knots "light running speed" forward and reverse, according to Brusco.

Diversified Marine Inc. of Portland, Ore. built the new tug, which also features state-of-the-art fire fighting capability.

An SIU-contracted company since the late 1980s, Brusco Tug & Barge tows and transports cargo along the West Coast. Among other work, Brusco tugs tow log, chip and sand barges as well as target sleds for the United States Navy.

Brusco's current ship assist services include the ports of Stockton, Sacramento, Eureka, and Port Hueneme, Calif. as well as Grays Harbor, Wash. Various other services have been added in the San Francisco Bay area, which include towing dredge scows to sea.



Photo courtesy Al Lindner

The SIU-crewed tug *Lulapin* features the most modern equipment.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Feb. 20, 2006 for the observance of Presidents' Day (unless an emergency arises). Normal business hours will resume the following workday.

decades in the rigors of the Gulf of Alaska's waters."

According to the shipyard, the tankers' diesel-electric propulsion system, with redundant engines, shafts and screws, significantly increases reliability and reduces air emissions and maintenance downtime. The ships use seawater instead of oil to cool and lubricate their propeller shafts, eliminating the possibility of accidental oil leaks. Cargo piping, normally installed on the deck, is run inside the cargo tanks to reduce the risk of small spills.

Also under construction in San Diego are the Lewis and Clark combat logistics force ships—



The *Alaskan Navigator* is floated out in April 2005 in San Diego. Seafarers crewed up the ship in late November.

part of a T-AKE program that means new shipboard job oppor-

tunities for members of the SIU's Government Services Division.

## Maersk Awarded MSC Contract For Ammo Ships Page, Carter

SIU-contracted Maersk Line, Limited (MLL) last month announced that it has been awarded a one-year agreement to charter two vessels under the U.S. Military Sealift Command's

(MSC) prepositioning program. The contract covers sister ships, the Seafarers-crewed ammunition carriers *Lt. Col. John U.D. Page* and *Sgt. Edward A. Carter, Jr.*

The company noted that the

agreement follows MLL's "successful completion of an existing five-year contract and has options that could extend the performance period to a total of 59 months." Company officials acknowledged the good work of Seafarers aboard those ships during the past five years.

Built originally as commercial containerships, the ships each carry a total of 2,500 20-foot containers in air-conditioned, humidity-controlled cargo holds. They are 950 feet long, just short of a Nimitz-class aircraft carrier. The vessels have on-board cranes to facilitate unloading of cargo where shoreside support is unavailable.

MLL managed the conversions of both vessels, with extensive modifications, after which they were delivered to MSC in 2001.



Seafarers will continue sailing aboard the *Lt. John Page* (above) and sister ship *Sgt. Edward Carter* under a new MSC contract awarded to Maersk Line, Limited.

## Cape Trinity Honored For Performance In Enduring Freedom

The SIU-crewed *Cape Trinity* has been recognized for its performance during Operation Enduring Freedom, the U.S. Maritime Administration (MarAd) announced.

MarAd last month awarded its Professional Ship Award to the crew of the *Cape Trinity* for services in the war on terror. "This ship's officers and crew served voluntarily for 341 continuous days, taking supplies to our soldiers in the Middle East and back home again," MarAd Deputy Administrator John Jamian stated. "The Ready Reserve Force has proved its capability and efficiency time and time again, and the men and women of the *Cape Trinity*

are an example of the fleet's success."

The Professional Ship Award is given to non-military ships that achieve the highest degree of safety, readiness, performance, efficiency, reliability and productivity, according to the agency. The crew and officers of the *Cape Trinity* also received the Merchant Marine Expeditionary Medal, given to mariners who serve in war zones.

Ready Reserve Force ships, crewed by U.S. Merchant Mariners, have carried much of the supplies to and from the Middle East since the start of Operation Enduring Freedom. The *Cape Trinity*, in its 341 days of activation, carried 19,603 metric tons of cargo between various ports including Fujairah in the United Arab Emirates, Shauiba and Ash Shuayba in Kuwait, and Messaieed in Qatar. Ports in Europe included Bremerhaven, Szczecin, and Antwerp. U.S. load ports included Charleston and Corpus Christi.

Right: The Seafarers-crewed *Cape Trinity* off-loaded equipment at the Baltic Sea port of Szczecin, Poland last summer, concluding an MSC cargo operation in support of troops fighting in Iraq.



# Seafarers Recognized for Safety

An awards recognition ceremony for the SIU-crewed *Sea Land Pride* took place Nov. 21 in the Portsmouth Marine Terminal in Portsmouth, Va.

The Maersk Line-operated *Pride*, along with more than 50 other SIU-contracted vessels representing 10 other companies, last year in New Orleans was selected to receive the highly prestigious Jones F. Devlin Safe Ship Award, bestowed by the Chamber of Shipping of America. The event in Portsmouth was for the same award and was orchestrated to

afford formal recognition to the crew and officers of the vessel which received laurels for having sailed 1,326 consecutive days without a lost time accident.

SIU Vice President Government Services Kermet Mangram and SIU Norfolk Safety Director Sam Spain joined more than 50 representatives of the vessel and invited guests on the bridge of the *Pride* for a light lunch and the official presentation of the Devlin Award.

The certificate that accompanied the award, originated by the

Maersk management, in part read: "This outstanding achievement exemplifies devotion to duty and principles of maritime safety.... The impact of this recognition will go a long way to promote and encourage the MLL safety culture."

After accepting the award on behalf of his officers and crew, *Pride* Master J.P. Brennan cited two SIU members—AB Luis Alvarez and DEU Leonides Villamor—for their specific contributions toward the award. Brennan lauded their hard work, dedication and attention to detail.

Alvarez worked aboard the *Pride* without recording any accidents, according to Brennan. On two occasions during recent trips, Alvarez noticed and reported the presence of a leaking substance on deck. Although subsequent investigation revealed that the substances were not hazardous, according to Brennan, Alvarez's proactive reporting still brought attention to a potentially dangerous situation and is an example of good seamanship as well as concern for the ship and crew.

Villamor also has worked without any lost time accidents, Brennan pointed out. At a recent payoff, Villamor marked the completion of his full 180-day assignment injury free. Both the chief and first engineers have described him as a hardworking, conscientious shipmate who always has a smile on his face,

Brennan said. His good-natured attitude and dedication to working safely in the engine room were primary factors in affording him acknowledgment.

In recognition of their accomplishment, each was awarded *SeaLand Pride* T-shirts, Maersk Line watches, mugs and tally books.

## Notice/Reminder

### Agency Issues Revised STCW Endorsement

As previously reported, the U.S. Coast Guard in late September began issuing a newly revised U.S. STCW Endorsement, Form CG-5611 (Rev. 01-05), to qualified licensed and unlicensed merchant mariners.

According to the agency, more than 59,000 U.S. merchant mariners hold a valid STCW endorsement.

Mariners' existing endorsements will be replaced at the time of their scheduled expiration or when their qualifications are upgraded. The new document contains "significant security and accountability enhancements," according to the Coast Guard.

The design is based on the U.S. Merchant Marine Officer License (Form CG-2849) and advice by senior intelligence officers at the Immigration and Customs Enforcement Forensics Document Laboratory for cost-effective, fraud-resistant features; and the Production and Design Team of the U.S. Bureau of Engraving and Printing (BEP). The revised U.S. STCW Endorsement "exceeds International Maritime Organization standards on anti-fraud measures and forgery prevention features for seafarers' certificates," the agency noted in a news release.

Additionally, a revised U.S. STCW Endorsement information sheet was designed and printed by the BEP and has been distributed domestically to Regional Exam Centers (RECs), inspectors, unions and industry; and internationally to the IMO and foreign national maritime administrations.

A copy of the Revised U.S. STCW Endorsement Information Sheet can be obtained by registering for a free subscription of the USCG Proceedings of the Marine Safety & Security Council at <http://www.uscg.mil/proceedings/>. It is posted on the National Maritime Center's website, <http://www.uscg.mil/stcw>. Mariners with additional questions may contact their nearest REC or Mr. Jon Furukawa at (202) 493-1014 or [jfurukawa@ballston.uscg.mil](mailto:jfurukawa@ballston.uscg.mil).

## ISPS Code Gets Mixed Reviews

The International Ship and Port Facility Security Code (ISPS) is improving security—but at the expense of mariners who are increasingly overworked and treated with suspicion, according to an International Transport Workers' Federation (ITF) survey released in late November. This is happening at a time when disproportionate security measures not related to the code are also having a negative impact on crews, the federation says.

In a news release announcing the survey, the ITF stated that the ISPS Code "was widely seen as a successful example of the 'fast tracking' of legislation when it was introduced in response to the 9/11 attacks in the USA. However the ITF survey shows that the welcome security gains are being undermined by lack of trust and support for the seafarers tasked with implementing it.

"The ITF has been broadly supportive of ISPS and applauded the consultative manner in which it was drawn up. However, there have always been concerns about a possible negative impact on seafarers, as a result of which the federation initiated the survey, which was sent to its 127 inspectors and 230 affiliated maritime unions—which represent around 700,000 seafarers—for them to consult their members and report back."

The results—published as the report *Access Denied: Implementing the ISPS Code*—can be viewed on the internet at [www.itfglobal.org/infocentre/pub.s.cfm/detail/1446](http://www.itfglobal.org/infocentre/pub.s.cfm/detail/1446)

According to the ITF, the overwhelming response to the survey was that ISPS Code had significantly increased mariners' workloads without any boost in staff, pay or training, and was associated with "grave problems experienced with shore leave, especially in the USA. Although the ISPS Code includes provisions to avert problems of access to ports, shore leave and welfare facilities, it is clear from the survey that these are being neglected in the Code's implementation."

Areas of concern highlighted in the survey responses include increased workload and responsibility with no commensurate increase in pay; inadequate training; restrictions on shore leave;

problems in obtaining United States visas; and difficulties for mariners' welfare and union representatives seeking to board vessels to provide services to the crew.

Jon Whitlow, Secretary of the ITF's Seafarers' Section, said, "All responsible parties back the aim of the ISPS Code. But there's a gap between principle and practice. The measures that were supposed to protect seafarers are too often being neglected. Combine that with other excessive security measures being implemented outside the code and you have a grave and counter-productive climate of distrust and suspicion being created out there."

"It would seem that the ISPS Code is being implemented selectively. The delicate balance built in to the Code has, in the opinion of seafarers, been undermined in practice."

He concluded, "The survey once again shows that the main problems include overwork, visa difficulties and the denial of shore leave—amounting to virtual discrimination just at a time when seafarers need to be treated as allies in the fight against terrorism and when everyone in the industry is trying to attract newcomers into the profession."

The SIU is an ITF affiliate and remains very active in the fight to protect and boost mariners' rights, both here and abroad. SIU Secretary-Treasurer David Heindel serves as vice chair of the ITF Seafarers' Section and, as previously reported, a number of other SIU officials serve on local port security bodies run by the government.

## SIU Boatmen Spread Holiday Cheer



Six SIU boatmen employed by Crowley in Southern California recently did their part to brighten the holidays for area youngsters. The SIU members pictured at left in San Pedro, Calif. purchased and donated four children's bikes for the Los Angeles Fire Department's "Spark of Love" toy drive the week before Christmas. Pictured from left to right are Mate Benny Guillot, Engineer Craig Perry, Engineer John Tipich, AB Frank Gill, AB John Ivankovich and Mate Ed Brooks. The toy drive is a cooperative effort with other charitable programs.

## Reminder: STCW Basic Safety Training Is Renewable Via Sea Service

As previously reported, the U.S. Coast Guard has confirmed a change in the way mariners may meet the requirements for renewing STCW Basic Safety Training (BST), a key component of the amended STCW convention.

According to National Maritime Center Policy Letter No. 12-01, "A mariner who has met the requirements for initial competency in BST and who is actively serving on seagoing ships will be considered as having demonstrated continuing competence in BST provided he or she completes at least one year of sea service within the past five years. (*Editor's note: For BST renewal via sea service, you must have gotten your original BST compliance through a Coast Guard-approved BST course that included training and assessment. If your initial certification was acquired through the relaxed assessment period, then your initial renewal must be done via a Coast Guard-approved course. Thereafter, you can renew via sea service.*) This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which the mariner has completed one year of sea service.

"To determine the critical date," the letter continues, "review the

mariner's sea service starting with the current date and go backward in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has completed one year of sea service. For example, if on 1 October 2005, you count backward and determine the mariner completed one year of sea service on 1 June 2004, then the mariner is considered to be competent in the four elements of BST through 31 May 2009.

"Using similar dates, if on 1 October 2004, a mariner completed one year of sea service on 1 June 1999, then the BST would have been valid until 31 May 2004. Because 31 May 2004 has passed (today's date in this example is 1 October 2004), the mariner has not retained competency in BST."

The policy letter also notes that the "critical date" mentioned above will advance as a mariner continues serving on a seagoing vessel. Additionally, Coast Guard regional exam centers (RECs) may accept discharges or sea-service letters "prepared in accordance with current standards" as proof of sea service.

# Rallies Focus on Workers' Rights as Human Rights

## Freedom to Join Unions Highlighted during International Human Rights Week

SIU rank-and-file members early last month joined their brothers and sisters from other unions, community activists and religious leaders in Washington D.C., Philadelphia, San Francisco and other cities across the country to participate in events spotlighting International Human Rights Week.

Workers around the globe took part in rallies, teach-ins and other events as part of a worldwide effort to support workers' freedom to form unions. In the United States, thousands of activists in more than 100 cities called lawmakers to restore the freedom of workers to form unions.

More than 2,000 union members and allies—including rank-and-filers from the SIU and a large contingent of trainees from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.—gathered at the AFL-CIO building in Washington, D.C., Dec. 8 for a rally and march. The trainees bore the colors and served as marshals during the event.

"America used to stand proud before the world as a land where the right of working people to have a union was respected," said AFL-CIO Executive Vice President Linda Chavez-Thompson during her address to the masses. "But today, that right has been destroyed.... The corporations trample on workers' freedom like it's their personal doormat."

Clyde Rucker, a Maryland Verizon worker fired for seeking to form a union also was among the others to speak as were AFSCME President Gerald McEntee, AFGCE President John Gage, Air Line Pilots President Duane Woerth, AFT Executive Vice President Antonia Cortese, and NEA President Reg Weaver.

Following all speeches, the workers marched and later delivered a petition signed by 100,000 workers calling for federal workers' freedom to form a union to be honored and also urging strong collective bargaining rights for the 650,000 civilian Defense Department workers and 160,000 Homeland Security employees.

SIU members in Philadelphia on Dec. 6 joined others from the labor sector and community activists to welcome AFL-CIO President John Sweeney at an event sponsored by the Philadelphia Central Labor Council, which focused on the Employee

Free Choice Act (H.R. 1696). "Unions lift up the standards for all workers, and 50 million workers would join a union if given the opportunity," said Sweeney.

U.S. Congressmen Mike Fitzpatrick (R-Pa.) and Curt Weldon (R-Pa.) prior to the start of the event signed on as co-sponsors of the legislation, which would strengthen protections for workers' freedom to choose by requiring employers to recognize a union after a majority of workers authorize union representation.

In San Francisco, SIU members were among those who attended a Dec. 5 San Francisco Labor Council-sponsored press conference at a City Hall. Tim Paulson, San Francisco Labor Council head, called for citywide actions to uphold workers' rights on the job, while Peter Olney of the International Longshore and Warehouse Union urged support for more than 600 almond workers facing an aggressive anti-union campaign at Blue Diamond Growers.

Elsewhere in the United States:

- Hundreds of Oakland, Calif. workers marched to City Hall Dec. 6 to highlight the struggle Comcast workers face in their efforts to join a union with Communications Workers of America. At a workers' rights hearing that same day, workers testified about the failure of U.S. labor law to protect workers who try to join unions.

- In St. Louis, more than 1,100 workers and activists marched on the headquarters of Peabody Energy as the Mine Workers launched the largest organizing campaign in the nation's coalfields in decades on Dec. 9. Peabody miners are seeking to form a union to win safety improvements and better pay and benefits.

- Thousands of unionists and supporters braved bitter cold Dec. 8 in Boston to march from Boston Common to a rally on the State House steps, highlighting what they described as the anti-worker attitudes of Massachusetts Gov. Mitt Romney, corporate giants Wal-Mart and Verizon Wireless and the Harborside Nursing Home in Wakefield.

- In Tucson, Ariz., Jobs with Justice activists held a picket line Dec. 10 in support of workers allegedly harassed by management at Desert Diamond Casino. The Border



SIU Assistant VP West Coast Nick Celona (fifth from right) demonstrates at City Hall during a Dec. 5 press conference sponsored by the San Francisco Central Labor Council.

Action Network led a march and rally of more than 150 demanding immigration reform, an end to persecution and deaths of migrants, a halt to militarization of border communities, respect for workers' rights, and fair trade. The group also held actions in Douglas and Nogales. In Phoenix, the Arizona AFL-CIO held a spirited rally of over 200 at Phoenix College, supporting HR 1696 and a new voter initiative to raise the minimum wage.

- A Dec. 9 rally sponsored by UAW Local 2157 in Wichita Falls, Texas demanded justice for Delphi workers. Delphi seeks to join a growing list of major American companies using bankruptcy to void their contracts with workers, both active and retired, while rewarding the mismanagement of top executives.

In another development, 11 recipients of the Nobel Peace Prize, including distinguished international leaders such as former President Jimmy Carter, Archbishop Desmond Tutu of South Africa and Former Polish President Lech Walesa on Dec. 6 issued a statement in which they expressed grave concern about the state of workers' rights around the globe. They urged all nations to vigorously protect and defend workers' inalienable human right to form unions free of discrimination, threats or harassment. The statement ran as a full-page ad in *The New York Times*, *The Washington Post* and the *International Herald Tribune*.

The thousands of U.S. workers who mobilized were supported in their fight to restore the freedom to form unions by workers in the international arena, according to



During a rally in Philadelphia on Dec. 6, Seafarers (from left) Chris Nardone, William Kelly and John Wozunk show their support for human rights.

the AFL-CIO.

On Dec. 9, the Indonesian Prosperity Trade Union Confederation (KSBI) released a report showing at least 45 companies in 12 provinces violated freedom of association laws, including the arrest of two labor activists and the dismissal of more than 1,400 workers over the past year.

In Bosnia and Herzegovina, Dec. 10 marked 10 years of peace

by focusing the country's attention on workers' rights as human rights. Unions in the Upper Drina region launched a joint organizing program aimed at reaching out to workers of all nationalities within the region.

In Bahrain, workers on Dec. 10 draped buildings in the capital city of Manama in white sheets and formed a human chain on a major bridge as part of a national campaign against poverty.

### Members Receive 'A' Books



At the December membership meeting in Piney Point, Md., SIU President Michael Sacco (second from left) and SIU Secretary-Treasurer David Heindel (right) congratulated two Seafarers who received their A-seniority union books: Richard Cannady (left) and Ramsey Ingram. The latter two individuals took the union oath before their fellow members, administered by SIU Executive VP Augie Tellez.



## Letters to the Editor

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

### Message of Thanks

I would like to thank the SIU, all officials past and present, for 35 years of great job security. Also I would like to thank my employer, Crescent Towing, for allowing me to work for the best company and boss, Arthur T. Kulp.

If you don't think the SIU is the best union in the maritime industry, try working for a non-union company for a while. I did. I thought it would be better (wrong). After six months I ran back to the SIU. The grass is never greener on the other side. Stay where you are and enjoy job security and pay and great benefits.

Also, I truly want to thank the late SIU President Paul Hall for seeing that there was a problem in the seafaring industry—alcohol and drugs—and doing something about it when every other business looked down on chemically addicted people. Paul Hall knew that he could help people and he did. When everyone else would just fire you, he had the courage to open the SARC (Seafarers Addictions Rehabilitation Center) for people like me. I have been clean and sober for more than 11 years thanks to the SIU and Paul Hall, and for that I'm extremely grateful. Absolutely no other company or union would do that for their members, and allow the members to still have a job and seniority when they return.

I have only gratitude toward our officials and their families. To our officials for doing their jobs, and to their families for letting them do it.

Three things I would like to say to all SIU officials and members: Thank you, thank you, thank you.

**Jimmie L. Rosser**  
Diamondhead, Mississippi

### Political Action Needed

The World War II U.S. Merchant Marine veterans want to thank our union brothers and shipmates for all of your phone calls to Congress asking representatives to co-sponsor H.R. 23. To date, we have 232 co-sponsors in the House, more than enough to get this bill passed.

Now, we have in the Senate S. 1272, a companion bill also known as the Belated Thank You to the Merchant Mariners of World War II Act. So, we ask you to please call your two U.S. senators and ask them to co-sponsor S. 1272. Currently we have 17 senators who have co-sponsored the bill, which is identical to the House version.

The toll-free telephone number for the Capitol is (866) 877-4455. When you are connected, ask for the senator with whom you want to speak. You will be connected to the appropriate office. Please be persistent.

Remember, the U.S. Merchant Marine during WWII protected the United States and its people—only to have some of those same people turn their backs on those who helped save them. About 8,000 U.S. mariners gave their lives. Without the U.S. Merchant Marine in WWII, we would not have won the war!

**Richard Wiggins**  
Kansas City, Missouri

## Cleveland Hosts Union Industries Show

The 2006 Union Industries Show rolls into Cleveland, Ohio's I-X Center May 5 - 7 with a new name and new, sharper focus.

The show will be promoted under the name America@Work, followed by the tag-line: "100% Union-Made, American-Made Products, Services and Jobs." Exit surveys from the 2005 show revealed that more than half the attendees are not union members but favored unions. They viewed the show as a chance to demonstrate their support for unions, to investigate job and training opportunities and to learn about union-made products and services.

The SIU and its affiliated United Industrial Workers union regularly participate in the Union Industries Show.

"America @ Work is a catchy name with a modern feel," noted Union Label and Service Trades Department President Charlie Mercer.

The show will also focus more on educating the public about trade unionism and the role unions play in the economic and political life of the community. It will highlight (and encourage people to join) vital pro-worker organizations, including the Alliance for Retired Americans and Working America.

"Cleveland could be our biggest show ever," Mercer said. "This is a heavily unionized, densely populated area. The I-X Center is conveniently located near several large highways connecting dozens of towns and cities, like Columbus, Akron, Canton and Toledo."

The show will have more convenient hours, too, running 11 a.m. to 8 p.m. Friday and Saturday (closing one hour later than before) and 11 a.m. to 7 p.m. on Sunday. (The show will no longer run on Monday, a day that has rarely drawn large crowds.)



The annual Union Industries Show typically attracts hundreds of thousands of visitors. Above, guests check out the SIU/UIW booth during the 2004 event in St. Louis.

"We are excited to be working closely with the Ohio AFL-CIO and the Cleveland Federation of Labor and all the individual unions across Ohio. This region is full of fine unionized companies with great products and services, and the public is going to learn a great deal about them. The public will also learn a lot about the Alliance for Retired Americans, Working America and the important political and organizing work that our unions are doing. That, too, is a very exciting and promising development," Mercer concluded.

### Helping Hurricane Victims



Among the many Seafarers who have assisted hurricane victims along the Gulf Coast are the three Government Services Division members pictured at left (from left): Dan Petrie, Johann Aquilera and Mike Pretty. Normally based in Caven Point, N.Y., the three union members volunteered to go to the Gulf region to participate in relief and rebuilding efforts. Petrie and Aquilera worked with Army Corps of Engineers projects in conjunction with FEMA in Mississippi, removing debris and taking part in the "Blue Roof Program" providing tarps and canvases for damaged homes. Pretty was a mission coordinator in New Orleans.

## High Cost of Health Care Continues to Make Headlines

More American workers are feeling the pinch of the continuing rise in the costs of medical care. This topic remained a prime subject in union contract negotiations and job actions across the nation.

In Pittsburgh, for example, bus and light-rail drivers and other hourly workers planned a vote in November whether to strike over wages and health care costs.

More than 2,000 Port Authority of

Allegheny County workers had been without a contract for four months. Union officials who approved the strike vote said that the proposed contract had raises that were too small and health insurance contributions that were too large. It was the first time that workers in the Amalgamated Transit Union Local 85 (ATU) were being asked to contribute to their health insurance costs.

Patrick McMahon, president of Local 85, said the union was willing to agree to contributions but that the Port Authority was asking for too much.

On Nov. 20, negotiators announced a proposed, three-year contract which would boost wages 3 percent each year but also would require workers to start paying a portion (1 percent of their salaries) for their health care coverage. Health insurance copayments also increased for emergency room visits, doctors' office appointments and for prescriptions.

By signing this contract, a strike was averted.

In Philadelphia, also in November, negotiators for the Southeastern Pennsylvania Transportation Authority (SEPTA), the region's transit agency, and about 5,300 striking workers reached a tentative agreement on a new contract, ending a week-long walkout.

The strike, the first since 1998, involved about 5,000 Transport Workers members and 300 suburban transit employees represented by the United Transportation Union Local 1594. SEPTA had asked that employees pay 5 percent of the health insurance premiums. The union accused SEPTA of going back on a deal under which workers were supposed to maintain coverage without paying part of the premium.

A week after ending their seven-day strike against SEPTA, the local ratified a four-year contract that includes a 3 percent annual raise and a 1 percent-of-salary

health-care contribution.

In early December, nearly 1,300 Stanford University (Calif.) employees in the Service Employee International Union (SEIU) Local 715 were considering a strike.

Union workers criticized the current health care plan as well as the university's recent cuts to retiree health care.

Additionally, one of the union's demands was that the university revoke a recent change to the contract that would reduce retirement benefits for employees hired after Jan. 1, 2006, which would amount to a 10 percent cut in benefits and create a two-tiered system where one group has one set of benefits and wages, and another group does the same work for fewer benefits.

The reduction in retirement benefits would make low-income employees unable to afford health care during retirement, noted Zev Kvitky, president of United Stanford Workers. The union wants Stanford to provide full health care coverage for employee family members. "People who have given 20, 30 and 40 years of service need to be able to depend on the guarantee of a feasible retirement in the future," Kvitky said.

According to the most recent estimates, 45 million Americans have no health insurance whatsoever, while on average, 6,000 more Americans lose their coverage every day.

### 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 seafaring 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.

# Thanksgiving Spirit Evident At San Francisco Gathering



San Francisco District Attorney Kamala Harris

In an event that seemingly becomes bigger and better each year, hundreds of people visited the SIU hall in San Francisco on Nov. 22 for the 15<sup>th</sup> annual pre-Thanksgiving feast that, for many, has become a “can’t miss” gathering.

Seafarers, SIU retirees, dignitaries and their families were among those who enjoyed the two-hour banquet. “We got lots of good feedback,” noted SIU Assistant Vice President West Coast Nick Celona, who closely worked with the committee that organized the event. “We received great support from the rank-and-file membership and from a number of other unions and local businesses.

“We didn’t have a specific theme,” he continued, “but overall the atmosphere was one of patriotism and thankfulness, in the spirit of the holiday.”



Seafarers **Steve Valencia, Louella Sproul, Peter Ciddio and George Pino** were instrumental in planning the festivities, Celona noted. They were assisted by other members during the actual event, which featured a traditional Thanksgiving menu.

As in years past, Alioto’s Restaurant on Fishermen’s Wharf assisted with the get-together.

House Democratic Leader Nancy Pelosi credited the U.S. Merchant Marine for its role in helping provide relief to hurricane victims along the Gulf Coast, a sentiment repeated by other speakers.



SIU VP West Coast Nick Marrone (left) and SIU Assistant VP West Coast Nick Celona (third from left) welcome San Francisco Mayor Gavin Newsom and House Democratic Leader Nancy Pelosi to the union hall.



San Francisco Fire Chief Joanne Hayes-White and San Francisco Port Commission VP Michael Hardeman



Members of the 4<sup>th</sup> Marine Division, 23<sup>rd</sup> Regiment, present the colors.



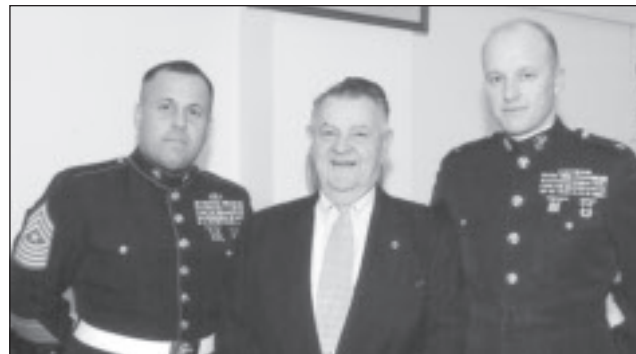
Recertified Steward Louella Sproul and Electrician Ian Hindley



Bosun Roger Rankin carries the U.S. Merchant Marine flag.



Above right: Chief Cooks Mohamed Omar, John Stein and John Blasquez donated their time and talents, along with other Seafarers (above left).



Left: The U.S. Marine Corps was well-represented by (from left) Sgt. Major Harry Rivera, Col. Hank Morris and Major Michael Samarov, among others.



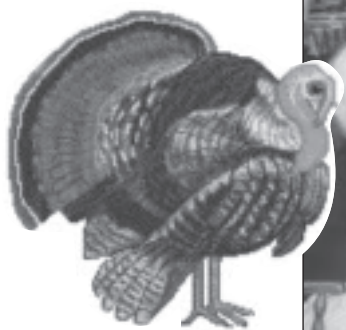
U.S. Rep. Barbara Lee (D-Calif.) is pictured with SIU officials Nick Marrone and Nick Celona.



Right: Patrolman Kathy Chester and her mother, Ethel



SIU VP Nick Marrone and Assistant VP Nick Celona present a donation to retired NFL star Jack Tatum, founder of the Jack Tatum Fund for Youthful Diabetes. The retired Oakland Raider himself is a victim of the disease—his left leg is amputated below the knee.



## SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION PLAN

This is a summary of the annual report for the Seafarers Vacation Plan (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,731,956 as of December 31, 2004 compared to \$15,257,627 as of January 1, 2004. During the plan year the plan experienced an increase in its net assets of \$474,329. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$50,501,640. This income included employer contributions of \$49,183,111, realized losses of \$53,331 from the sale of assets and earnings from investments of \$1,371,860. Plan expenses were \$50,027,311. These expenses included \$5,496,475 in administrative expenses and \$44,530,836 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.60 for the full report, or \$0.15 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-5638, Washington, DC 20210.

## 2006: The Year to Fulfill Your Dreams!

It's the start of a brand new year, and one of the best ways to celebrate is to fulfill your dreams of a college education. Completing the coupon below is the first step toward realizing that dream. Filling out the application and mailing it to the Seafarers Health and Benefits Plan by April 15, 2006 is the last step in the process.

That leaves three months in which to complete the other steps necessary to apply for one of the eight scholarships being given out this year.

All Seafarers and their spouses and children who plan to attend college are encouraged to send away for the 2006 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls.)

Eight monetary grants will be awarded in 2006 to three SIU members and five dependents. One of the three scholarships reserved for SIU members is in the amount of \$20,000 and is intended to help cover the costs of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college.

Five scholarships are to be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Once the scholarship booklet has been received, applicants should check the eligibility information to make sure that certain conditions are met. After

checking for eligibility, applicants should start collecting other paperwork which must be submitted along with the full application by the April 15, 2006 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the request is made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2006 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

No one can be awarded a scholarship without filling out an application and mailing it to the Scholarship Program by April 15.

If you sent in an application form in 2005 and were not selected for one of the scholarships, you should try again this year. Make 2006 your special year!

Please send me the 2006 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

Mariner's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number (\_\_\_\_) \_\_\_\_\_

This application is for:  Self  Dependent

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

1/06

## 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.



## Paul Hall Center School Supplement

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

# 2006 Course Guide for Paul Hall Center

The Paul Hall Center for Maritime Training and Education enters 2006 well equipped to continue fulfilling its mission of delivering the world's best-trained mariners.

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

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

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

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

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

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

An overview of many of the courses available at Piney Point is contained in this eight-page section and also appears on the web site [www.seafarers.org](http://www.seafarers.org), in the Paul Hall Center section.

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

The basic eligibility for SIU members who want to upgrade at Piney Point includes 120 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.

## DECK DEPT.

### Ratings Forming Part of a Navigational Watch/Able Seaman

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

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

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

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

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

*Unlimited:* 3 years' deck, 2 months' sea service under the supervision of the Master or OIC

### Bridge Resource Management

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

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

46 CFR 10.25 and 10.209.

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

### Bridge Resource Management (1600 Tons or less)

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

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

### Celestial Navigation

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

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

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

### Crisis Management & Human Behavior

Applicants completing our 7-hour Crisis Management & Human Behavior



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

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

*Prerequisites:* No additional prerequisites

### Crowd Management

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

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

*Prerequisites:* No additional prerequisites

### Electronic Chart Display Information Systems (ECDIS)

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant

*Continued on next page*



## Course Guide

Continued from page 9

**Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing** of Table A-II/2 of the STCW Code.

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

*Prerequisites: General Admission requirements; ARPA certificate; Radar certificate; Terrestrial Navigation training for license preparation; USCG-approved STCW Basic Safety Training course*

### Fast Rescue Boats

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

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

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

### Fundamental Concepts of Navigation

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

Topics covered in this class include the use of nautical charts, calculating time,

speed, and distance problems, the use of plotting instruments and compasses, dead reckoning, bearings, fixes, current sailing, piloting, and an introduction to collision regulations and rules of the road.

*Prerequisites: 120 days of sea time as an AB*

### Global Maritime Distress & Safety System (GMDSS)

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

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

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

### Government Vessels

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

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

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

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

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

*Prerequisites: No additional*

### Radar Observer (Unlimited)

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

the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

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

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

*Prerequisites: Navigation exercises assume background in chart work and coastal navigation*

### Radar Observer Recertification

Applicants completing our 1-Day Radar Observer Recertification course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

*Prerequisites: No additional*

### Radar Observer Refresher

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

*Prerequisites: Radar Observer*

### ARPA

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

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

*Prerequisites: Radar Observer*

### Medical Care Provider

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within 5 years or provide information to the U.S.



Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

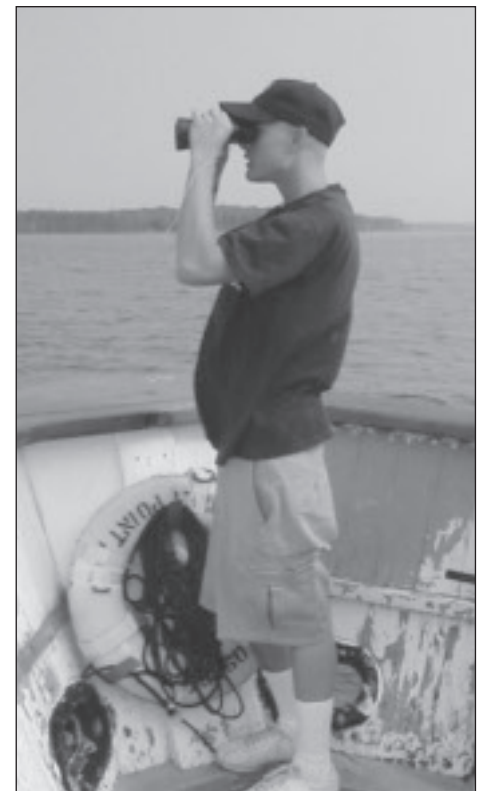
Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries,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

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

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

Applicants completing our entire 16-week Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watch-keeping duties under the supervision of the master or a qualified officer. Applicants must have previously completed our entire Unlicensed Apprentice Program, and sea service awarded for completion of the Unlicensed Apprentice Program may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment

*Continued on next page*



## Course Guide

Continued from page 10

requirements of 46 CFR 10.910 and Section A-II/1 and Table A-II/1 of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

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

### Oil Spill Prevention and Containment

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

*Prerequisites: No additional prerequisites*

### HAZMAT Recertification

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

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

### Personal Safety & Social Responsibilities

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

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

*Prerequisites: No additional prerequisites*

### Personal Survival Techniques

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

*Prerequisites: No additional prerequisites*

### Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx);—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR



10.205(l)(1).

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

*Prerequisites: No additional prerequisites*

### Specially Trained Ordinary Seaman

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

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

and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

*Prerequisites: UA Program Phases 1 and 2*

### Tank Barge Dangerous Liquids

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

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

### Tank Ship Dangerous Liquids

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d)

(1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement.

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

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

### Tank Ship Dangerous Liquids (Simulator)

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

This course provides training for mas-

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

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

### Tank Ship Familiarization (Dangerous Liquids)

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant DL.

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

*Prerequisites: Fire Fighting*

### Tank Ship Familiarization (Liquefied Gases)

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

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

*Prerequisites: Advanced Fire Fighting*

Continued on next page



## Course Guide

Continued from page 11

### Vessel Security Officer

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

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

*Prerequisites: No additional prerequisites*

### Visual Communications (Flashing Light)

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

*Prerequisites: No additional prerequisites*

### Apprentice Mate (Steersman)

The Paul Hall Center's 103-hour Apprentice Mate (Steersman), Near Coastal course is a self-certifying course for mariners who are employed, or may be employed, on uninspected towing vessels sailing under U.S. flag or registered/recorded under any political subdivision in the United States. Training meets or exceeds requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Apprentice Mate (Steersman) of Towing Vessels (Near Coastal, Great Lakes, and Western Rivers);—OR—(2) the examination requirements of 46 CFR 10.205(i) for original issuance or 46 CFR 10.209(c)(iii) for renewal of a license as Master of Towing Vessels (Near Coastal, Great Lakes, and Western Rivers) provided that they also provide evidence of service in the towing industry before May 21, 2001, AND that the requirements of 46 CFR 10.464(h) are also met.

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard (USCG) requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected towing vessel; be aware of obligations under Coast Guard regulations concerning safety and protection of passen-



gers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Successful students will be issued a certificate of completion for an Apprentice Mate (Steersman), Near Coastal course.

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

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

### Master 100 Tons

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

After obtaining the requisite sea service and fulfilling other U.S. Coast Guard requirements pertaining to this license, successful students will be able to take responsibility for the safety of an inspected passenger vessel of 100 tons and its passengers; be aware of obligations under Coast Guard regulations concerning safety and protection of passengers, crew, and the marine environment; and, be able to take the practical measures necessary to meet those obligations. Students successfully completing the course will be issued a certificate for successful completion for a Master 100 Ton, Near Coastal license.

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

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

### Terrestrial Navigation (Operational Level)

The Paul Hall Center's 68-hour Terrestrial Navigation at the Operational Level course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-II/1 of STCW 1995, for the function of Navigation at the Operational Level. This course is a stand-alone course in the Paul Hall Center Officer in Charge of a Navigational Watch Program.

The functional elements of this course provide the detailed knowledge to support the training outcomes related to Navigation at the Operational Level in planning and conducting a passage and for determining position in terrestrial navigation. Successful students earn a Paul Hall Center course completion certificate.

*Prior to the scheduled class convening date, each candidate must meet the follow-*



*ing entrance requirements:*

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

### Coastal Navigation (Operational Level)

The Paul Hall Center's 60-hour Coastal Navigation at the Operational Level course meets the mandatory minimum requirements for knowledge, understanding, and proficiency in Table A-II/1 of STCW 1995, for the function of Coastal Navigation at the Operational Level. This course is a stand-alone course in the Paul Hall Center Officer in Charge of a Navigational Watch Program.

The functional elements of this course provide the detailed knowledge to support the training outcomes related to Navigation at the Operational Level in planning and conducting a passage and for determining position in coastal navigation. Successful students earn a Paul Hall Center course completion certificate.

This course specifically addresses Function 1: Navigation at the Operational Level; Competence 1.1: Plan and conduct a passage and determine position; and Knowledge and Understanding (KUP) 1.1.2 Terrestrial and Coastal Navigation from IMO Model course OICNW 7.03 and STCW Code Table A-II-1.

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

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

### Emergency Procedures (Operational Level)

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

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



assessments will be conducted in this course. Successful candidates will earn a Paul Hall Center certificate of training Emergency Procedures at the Operational Level.

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

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

### Basic Cargo Handling and Stowage (Operational Level)

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

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

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

*Continued on next page*

## Course Guide

Continued from page 12

Trainees will also have a basic knowledge of the piping and pumping arrangements of oil tankers.

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

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

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



### Basic Stability (Operational Level)

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

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

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

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

### Ship Construction (Operational Level)

The Paul Hall Center's 40-hour Ship Construction at the Operational Level course is intended to provide training at the basic level for mariners who are employed, or may be employed, on U.S.-flag vessels whose responsibilities include maintaining the seaworthiness of the ship. It takes into account STCW Code Table A-II/1: Function: controlling the operation of



the ship and care for persons on board at the operational level; Ship construction.

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

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

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

## ENGINE DEPT.

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

### COAST GUARD STCW CERTIFICATION COURSES

#### Basic Auxiliary Plant Operation

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

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

*Prerequisites: Same as FOWT program*

#### Fireman, Oiler & Watertender (FOWT)

Applicants completing Basic Auxiliary Plant Operations and both Basic Motor Plant Operations and Basic Steam Plant Operations will meet the requirements for endorsement as FOWT. (These classes are *Continued on next page*)

## ACADEMIC DEPARTMENT

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

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

### General Education Program

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

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

### Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and mathematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the TABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

### English as a Second Language

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

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

### Basic Vocational Support Program

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

### College Program

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

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

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

## Course Guide

Continued from page 13

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

*Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine department as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer*

*OR 6 months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved sea service or equivalent sea service in the engine room of vessels of at least 6 months; meet all USCG physical standards for qualified members of the engine department*

*Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department*

### JUNIOR ENGINEER PROGRAM

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

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

### Machinist

Applicants completing our 102-hour Machinist course, and presenting our



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

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

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

### Marine Electrician

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

This course provides Engine Department personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

*Prerequisites: 6 months QMED*

### Pumpman

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

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

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

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

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

### Marine Refrigeration Technician

The Paul Hall Center's Marine Refrigeration Technician course is a 6-week (210-hour) course designed for mariners who are employed, or may be

employed, on U.S.-flag vessels. Training meets or exceeds requirements of 46 CFR Section 12.15-9 (b) for Refrigeration Engineer.

The objective of the Marine Refrigeration Technician course is to provide engine department personnel with the theoretical and practical knowledge and the skills necessary to perform maintenance and repair operations on ship's stores plants, air conditioning plants, cargo refrigeration, ventilation and dehumidification equipment, as well as pantry refrigerators, water coolers, and ice machines. An introduction to refrigerated container units will also be presented. Successful candidates will earn a Paul Hall Center certificate of training.

*Each candidate must meet the following entrance requirements:*

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

## ENGINEERING SPECIALTY COURSES

### Diesel Engine Technology

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

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

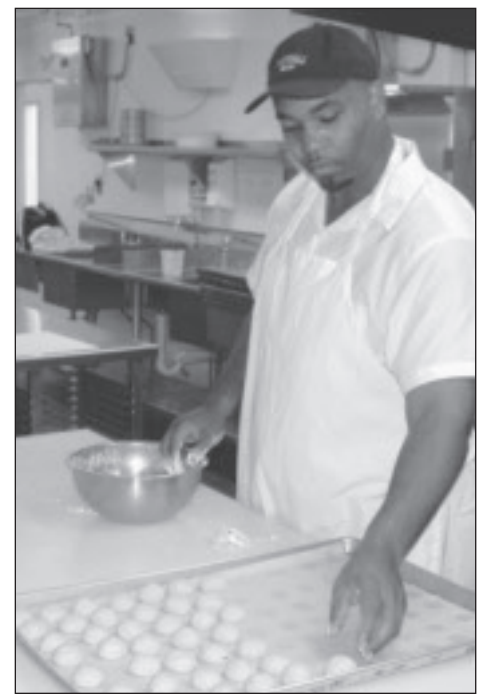
Students receive practical training in the operation and repair of diesel engines on board school training vessels.

*Prerequisites: QMED-Any Rating or equivalent inland experience*

### Automated Cargo Ops

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

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



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

### Refrigeration System Maintenance & Operations

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

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

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

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

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

### Refrigerated Containers Advanced Maintenance

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

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

*Continued on next page*



## Course Guide

Continued from page 14

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

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

### Hydraulics

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

*Prerequisite:* QMED-Any Rating

### Welding

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

*Prerequisites:* No additional prerequisites

## STEWARD DEPT.

### Galley Operations

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

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

### Certified Chief Cook

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

*Prerequisites:* Galley Operations and 180 days' sea time

### Advanced Galley Operations

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

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

### Certified Chief Steward

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



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

*Prerequisites:* Advanced Galley Operations and 180 days' sea time

## SAFETY CLASSES

### Basic Safety Training

Applicants completing our 40-hour Basic Safety Training course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1);—AND— (2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND— (4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(l)(4).

*Prerequisites:* No additional prerequisites

### First Aid & CPR (21-Hour)

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

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

*Prerequisites:* No additional prerequisites

### First Aid (8-Hour)

Applicants completing our 8-hour Elementary First Aid course and presenting our Certificate of Training at the Regional Exam Center (REC) satisfy: (1) the First Aid training requirements of 46 CFR 10.205(h)(1)(ii) for original issuance of a license;—AND—(2) the Basic Safety-Elementary First Aid training requirements

of Section A-VI/1 and Table A-VI/1- 3 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(3).

*Prerequisites:* No additional prerequisites

### Advanced Fire Fighting

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

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

*Prerequisites:* Basic Fire Fighting

### Basic Fire Fighting (16-Hour)

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

(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

*Prerequisites:* No additional prerequisites

### Basic Fire Fighting (30-Hour)

Applicants completing our 30-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

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

*Prerequisites:* No additional prerequisites

### Combined Basic & Advanced Fire Fighting

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

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

*Prerequisites:* No additional prerequisites



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for the first few months of 2006. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 23	February 17
	March 6	March 31
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 17	April 21
Lifeboatman/Water Survival	January 9	January 20
	February 20	March 3
Radar	April 3	April 14

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning December 26, 2005.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	January 30	March 24
Junior Engineer	April 3	June 23
Marine Electrician	January 16	March 10
Marine Refrigeration	January 30	March 10
Welding	January 23	February 10
	February 20	March 10

### Recertification

Bosun	April 10	May 8
Steward	February 6	March 6

### Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	February 27	March 3
	March 13	March 17
Basic Safety Training - FOWT	March 27	March 31
Fast Rescue Boat	March 20	March 24
Government Vessels - FOWT	April 3	April 7
Tankerman Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	February 6	February 17
	February 13	February 17

### Academic Department Courses

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



## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

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

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

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

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

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

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

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





### DEEP SEA

**KARL BENES**, 79, started sailing with the Seafarers in 1979. Born in Prague, Czechoslovakia, the engine department member's first ship was the *Overseas Juneau*. Brother Benes attended classes in 2000 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His most recent voyage was on the *Prince William Sound*. Brother Benes makes his home in LaCrescenta, Calif.



**JULIUS COPELAND**, 67, joined the Marine Cooks & Stewards (MC&S) in 1972 in the port of San Francisco.

Brother Copeland first worked aboard the *President Fillmore*. In

1982, he completed his steward recertification training at the Seafarers-affiliated school in Piney Point, Md. Brother Copeland last sailed on the *Achiever*. He calls Chesapeake, Va. home.

**ANGEL PASSAPERA**, 62, donned the SIU colors in 1970. A native of Yabucoa, P.R., he first sailed aboard the *Clair Borne*. Brother Passapera worked in the deck department. In 2000, he upgraded his skills at the union-affiliated school in Piney Point, Md. Brother Passapera most recently shipped on the *Horizon Discovery*. He resides in Puerto Rico.



### INLAND



**SAMUEL ESELY**, 65, joined the SIU in 1976 in the port of Norfolk, Va. Boatman Esey first sailed aboard

McAllister Towing of Virginia vessels. Born in Ohio, Boatman Esey most recently worked aboard a Moran Towing of Virginia vessel. He now calls Jacksonville, Fla. home.

**THOMAS PATTERSON**, 62, became an SIU member in 1969, first sailing with Moran Towing of Virginia.



Boatman Patterson was born in Indianapolis, Ind. He upgraded his skills on two occasions at the Piney Point school. Boatman Patterson last sailed on a McAllister Towing of Virginia vessel. He is a resident of Burlington, N.C.

**JIMMIE ROSSER**, 58, began his seafaring career in 1970, sailing in both the inland and deep sea divisions. Boatman Rosser enhanced his skills in 1984 at the union-affiliated school in Piney Point, Md. and last sailed aboard

a Crescent Towing of New Orleans vessel. Boatman Rosser lives in Diamondhead, Miss.



**FREDERICK SHIFERDEK**, 62, was born in Jacksonville, Fla. and began sailing with the SIU in 1966 in New

York. He worked primarily aboard Crowley Towing and Transportation of Jacksonville vessels. Boatman Shiferdek makes his home in Yulee, Fla.

**BRUCE SNYDER**, 62, joined the SIU in 1977. Boatman Snyder shipped primarily aboard Maritrans



Operating Company vessels. He was born in Montana and now lives in Nogal, N.M.

**JOHN TATTERSON**, 62, began his seafaring career in 1977 in the port of Norfolk, Va. Boatman Tatterson initially worked aboard vessels operated by Northeast Towing. The Virginia-born mariner last sailed on an Interstate Oil Transportation vessel. Boatman Tatterson resides in Hudgins, Va.

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



**FRANCISCO MIRANDA**, 65, joined the NMU in 1979. Brother Miranda was born in the Dominican

Republic. His first ship was the *Gulf Solar*. Prior to retiring, Brother Miranda worked aboard the *Lykes Navigator*.

**HENRY RESTO JR.**, 60, became an NMU member in 1980, initially sailing from the port of New York. Brother Resto is a New York native and worked in the engine department. His most recent voyage was on the *Chesapeake Bay*.



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

NAME	AGE	EDP
Dan Meritt	65	Dec. 1
John Sakariassen	62	Dec. 1

## 2005: The Year in Review

*Continued from page 24*

### Rescues, Safety Awards

At least four Seafarers-crewed ships executed rescues at sea, while numerous SIU-contracted companies were recognized for various safety achievements.

The ships involved in the rescues were the *Lykes Motivator*, *USNS Seay*, *Oscar Sette* and *USNS San Jose*.

Companies reaching safety milestones and/or receiving awards included Alaska Tanker Company; AMSEA; Maersk Line, Limited; Crowley Marine Services, and many others.

### Paul Hall Center

The union's affiliated school in Piney Point, Md. continued offering comprehensive training for mariners, from entry-level curriculums to license preparation. More than 5,300 students successfully completed classes at the Paul Hall Center for Maritime Training and Education.

The American Council on Education approved 24 Paul Hall Center courses for college credits (meaning students who complete certain classes at the school may receive credits toward a college degree).

The Paul Hall Center's vessel security officer (VSO) course became the first such curriculum approved by the U.S. Maritime Administration.

The school added a new two-week Marine Electrical Maintenance Refresher course.

### Health Care Crisis

Adjustments to benefits administered through the SHBP reflected a nationwide crisis. There are at least 45 million uninsured Americans, and premium costs rise by double digits every year. On average, 6,000 people lose their coverage every day—an unacceptably high figure that includes too many retirees.

Thousands of Seafarers, pensioners and their families attended benefits conferences at 10 SIU halls around the country. Among other facets of this crisis, they touched on the fact that since the turn of the century, the overall expense of job-based health insurance has increased by 60 percent, while the percentage of covered workers has dropped from 65 percent to around 60 percent. Among those who still have coverage, only 24 percent don't have to pay to carry single coverage. And only eight percent work for employers who pay the full cost of family coverage (meaning there's no out-of-pocket cost to the worker simply to maintain the insurance benefit).

Health insurance remained the dominant component in all contract negotiations.

### Final Departures

Mourning their loss but celebrating their lives, the union said goodbye to a number of individuals whose efforts lifted not only the union but the industry as a whole. Those people included SIU Executive Vice President John Fay, who died Nov. 8 at age 73; SIUNA Vice President Jim Martin (age 70); Joseph Cecire, longtime chair of the SIU's Board of Trustees (81); Retired ARC Clinical Director Bill Eckles (62); Romeo Lupinacci, former executive chef at the Paul Hall Center (82); Pat Marinelli, retired SIU port agent (age 82); Jack Parcel, retired Paul Hall Center instructor (77); Tom Gilliland, commandant of trainees at the school (57); and Sal Aquia, age 25, son of retired SIU employee Sal Aquia.

*Reprinted from past issues of the Seafarers LOG.*

### 1945

Ten crew members, seven of them members of the SIU, lost their lives last month when the *SS Francis Asbury* went down in the English Channel. The *Asbury* was en route from Dover to Antwerp through the normally safe Channel when she became the latest victim of the Nazi under-sea war.

The ship was in convoy and experiencing clear weather and a moderate sea when the attacker struck. There was an underwater explosion directly beneath the engine. The explosion broke the back of the ship and she began to settle immediately. As water reached the boilers they exploded, filling the engine room and the entire midship with live steam. Most of the casualties were among the black gang on watch.

Within a few minutes the ship had settled with two feet of water above the boat deck, and the skipper gave orders to abandon ship. Several of the rafts and life boats had been smashed by the explosion, and many of the crew had to jump overboard with their life belts.

### 1965

A joint maritime labor committee composed of the SIU and other maritime unions has rapped the wavering federal policy toward U.S. maritime which the committee said was threatening the "annihilation" of the U.S.

maritime industry.

In a telegram sent to President Johnson, the joint committee asked for a meeting to discuss formulation of a progressive policy for maritime. The telegram was sent following a meeting in New York of 10 maritime unions

including the SIU. AFL-CIO President George Meany was represented at the meeting by his executive assistant, Lane Kirkland.

The telegram to the White House asked that the president send no message to Congress on

the subject of maritime policy without discussing it with the unions vitally involved.

### 1985

Frank Mongelli, one of this union's most trusted and dedicated officials, died at his home in Valley Lee, Md. January 11. He was 72 years old.

At the time of his death, he was vice president of the SIU-affiliated Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md. One of the founders of the school, Mongelli was instrumental in helping thousands of young men and women develop a new direction and skills to lead richer and more rewarding lives.

A member of this union for more than 40 years, Frank participated in nearly all of its major beefs and organizing drives. He was known for his physical courage, his loyalty and the leadership qualities that he displayed when asked to take charge of a situation.

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### GEORGE BRYANT JR.



Pensioner George Bryant Jr., 66, passed away Aug. 18. Brother Bryant joined the SIU in 1960, first sailing on the *Galloway* in the steward department. He was born in Alabama. Prior to retiring in 1997, Brother Bryant shipped on the *Tacoma*. He made his home in Las Vegas.

### RAMADAN ELMOBDY



Brother Ramadan Elmobdy, 57, died Aug. 14. He was a native of Egypt. Brother Elmobdy became a Seafarer in 1978. He worked in the deck department, last sailing on the *P&O Ned Lloyd Buenos Aires*. Brother Elmobdy called Trenton, N.J. home.

### EDWARD HANEY



Brother Edward Haney, 65, passed away July 30. He joined the SIU in 1987 after serving in the U.S. Navy. Brother Haney's first ship was the *American Cormorant*. The deck department member, who was born in Stayton, Ore., most recently sailed on the *Overseas Vivian*. He resided in Lakeside, Ore.

### MICHAEL HINTON



Brother Michael Hinton, 53, died Aug. 20. He began his SIU career in 1969 in the port of Seattle. Brother Hinton first shipped aboard Victory Carrier's *North West*. The engine department member last worked on the *USNS Bowditch*. He was born in Wisconsin and lived in Olympia, Wash.

### STEVE KARLAK



Pensioner Steve Karlak, 80, passed away Sept. 8. Brother Karlak, who was born in Poland, joined the Seafarers in 1946. He first sailed aboard a Waterman Steamship vessel in the engine department. His last ship was the *Adventurer*. Brother Karlak retired in 1987 and settled in Florida.

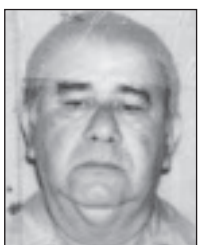
### DANNY LABOGIN



Pensioner Danny Labogin, 105, died Aug. 12. Brother Labogin started his MC&S (Marine Cooks & Stewards) career in San Francisco. Born in the Philippines, he worked in the steward department. Brother Labogin was a resident of San Francisco.

### ANTONIO MELENDEZ

Pensioner Antonio Melendez, 84, died Sept. 25. Brother Melendez



became a member of the SIU in 1944 in New York. He was born in Puerto Rico and worked in the steward department. Brother Melendez first shipped on the *Elizabeth*. He was last employed on the *Borinquen*. Brother Melendez began receiving his pension in 1983. He made his home in San Juan, P.R.

### DAVID NEWMAN



Pensioner David Newman, 73, passed away Aug. 11. Brother Newman joined the SIU in 1960 in the port of Jacksonville, Fla. Born in Illinois, the deck department member initially sailed aboard the *Sampan Hitch*. Before retiring in 1998, Brother Newman sailed on the *Nuevo San Juan*. He called Jacksonville home.

### SHIRLEY NICHOLSON



Pensioner Shirley Nicholson, 84, died July 29. Brother Nicholson commenced his seafaring career in 1951 in the port of Norfolk, Va. His first vessel was the *William Black Yates*. Brother Nicholson, who was a member of the deck department, last worked aboard the *Overseas Natalie*. Born in Portsmouth, Va., he lived in Pensacola, Fla. and began his retirement in 1985.

### GUILLERMO ORTIZ



Pensioner Guillermo Ortiz, 81, passed away Sept. 28. Brother Ortiz joined the union in 1949 in New York. The Puerto Rico-born mariner was a member of the engine department. He last sailed on N.P.R.'s *San Juan*. Brother Ortiz went on pension in 1986 and settled in Puerto Rico.

### WILLIAM OSBORN



Pensioner William Osborn, 76, died Sept. 8. Brother Osborn began shipping with the SIU in 1951 from the port of Seattle. He was born in Florida and worked in the deck department. Brother Osborn most recently sailed aboard the *Economy*. He started collecting his retirement stipends in 1988. He resided in his native state.

### CHESTER OWEN



Pensioner Chester Owen, 92, passed away Sept. 5. A native of Georgia, Brother Owen joined the SIU in 1953 in New York. He first shipped on the *Alcoa Planter* in the

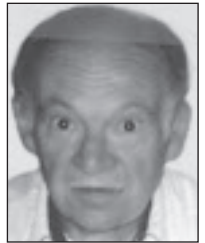
engine department. His last voyage was aboard the *Manhattan*. Brother Owen started receiving his pension in 1983. He called Sacramento, Calif. home.

### ANTHONY PERRY



Brother Anthony Perry, 50, died Aug. 9. He became an SIU member in 2001. Brother Perry's first ship was the *Steven L. Bennett*. Born in Pensacola, Fla. Brother Perry most recently sailed on the *USNS Fisher*. He made his home in Washington state.

### ERNEST RUAUD



Pensioner Ernest Ruaud, 84, passed away Aug. 19. Brother Ruaud began his seafaring career with the MC&S in 1979 in the port of San Francisco. He worked aboard the *President Van Buren* and *President Jefferson*, among other vessels operated by American President Lines. Brother Ruaud retired in 1983 and lived in San Francisco.

### CARLOS TRAVIEZO



Pensioner Carlos Traviezo, 88, died July 26. Brother Traviezo joined the SIU in 1960 in New York. The steward department member, who was born in Puerto Rico, first sailed on the *Yorkmar*. Prior to retiring in 1983, he worked aboard the *Santa Clara*. Brother Traviezo lived in Brooklyn, N.Y.

## INLAND

### DENIS ABSHIRE



Boatman Denis Abshire, 56, passed away Aug. 24. He was born in Louisiana. Boatman Abshire became a Seafarer in 1973, shipping primarily on vessels operated by Seabulk Towing. Boatman Abshire was a resident of Starks, La.

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

### CROSBY MILLS



Pensioner Crosby Mills, 97, died June 16. Brother Mills joined the union in 1964, first sailing on the *Norwalk*. The Texas-born mariner worked in both the steward and engine departments. Brother Mills' last voyage was aboard the *Lykes Explorer*. He went on pension in 1999.

### ZOLTON NEMETH

Pensioner Zolton Nemeth, 77, passed away July 4. Brother Nemeth became an NMU member in 1945,



first sailing on the *James Ellwood Jones*. He was born in Alpha, N.J. and shipped in the engine department. Before retiring in 1973, Brother Nemeth worked aboard the *Gulf Trader*.

### NORMAN NORTH



Pensioner Norman North, 82, died July 5. Brother North started sailing with the NMU in 1970 aboard the *Penobscot*. Brother North was born in Boston, Mass. His last voyage was on the *Massachusetts*. Brother North began receiving compensation for his retirement in 1988.

### JOSE PEREIRA



Pensioner Jose Pereira, 79, passed away May 27. Brother Pereira embarked on his seafaring career in 1946, first sailing on the *James L. Richards*. A native of Portugal, he retired in 1966. His last ship was the *American Puritan*.

### MANUEL PEREZ



Pensioner Manuel Perez, 84, died June 30. Brother Perez joined the NMU in 1947, first sailing on the *John A. Quitman*. Born in Puerto Rico, Brother Perez was a member of the engine department. He started collecting his pension in 1972. Brother Perez last worked on the *American Apollo*.

### ANNELISES SABO



Pensioner Annelises Sabo, 77, passed away May 3. Sister Sabo joined the NMU in 1977 in Norfolk, Va. Her first ship was the *Amoco Delaware*. Sister Sabo was born in Germany and shipped in the steward department. She most recently sailed aboard the *Marine Princess*. Sister Sabo began receiving compensation for her retirement in 1993.

### JOSEPH SEMBLY



Pensioner Joseph Sembly, 76, died May 12. Brother Sembly began his seafaring career in 1946. He initially sailed from the port of Baltimore on the *Louisa M. Alcott*. Brother Sembly was a member of the steward department. He started receiving his retirement stipends in 1971.

### VINCENT SHEPHERD

Pensioner Vincent Shepherd, 86, passed away May 4. Brother Shepherd was born in Panama. He joined the union in 1946. Brother



Shepherd's most recent voyage was aboard the *African Meteor*. The steward department member went on pension in 1972.

### JORGE SIGUENZA



Pensioner Jorge Siguenza, 75, died July 2. Brother Siguenza began sailing with the NMU in 1954 in New Orleans. His first ship was the *Granada*. Brother Siguenza was born in Guatemala. He was a member of the steward department, last sailing on the *Gulf Trader*. Brother Siguenza started collecting his pension in 1984.

### HILDRED SMITH



Pensioner Hildred Smith, 80, passed away June 13. Brother Smith embarked on his seafaring career in 1944 in the port of San Francisco. The Louisiana-born mariner sailed in the engine department. Brother Smith's first ship was the *Antigua*; his last was the *Tonsina*. He began his retirement in 1990.

### CHARLES SPENNER



Pensioner Charles Spenner, 88, died May 2. Brother Spenner joined the NMU ranks in 1942 in Baltimore. He first sailed aboard the *Zacapa*; his last ship was the *Pioneer Commander*. Brother Spenner went on pension in 1972.

### FERDINAND STANCHI



Pensioner Ferdinand Stanchi, 84, passed away May 15. Brother Stanchi joined the NMU in 1942, initially shipping from New Orleans. The engine department member was born in Argentina. Brother Stanchi most recently sailed on the *Mormac Lynx*. He retired in 1972.

### WILLIAM WINBERRY

Pensioner William Winberry, 85, died June 13. Brother Winberry, who was a native of Hebert, N.C., joined the NMU in 1937 in Norfolk, Va. He sailed aboard the *Liberty Glo* and the *Trojan*. Brother Winberry began receiving his pension in 1969.

### RODERICK YOUNG



Pensioner Roderick Young, 78, passed away June 24. Brother Young joined the NMU in 1946 in Seattle. His first ship was the *James D. Trask*. Brother Young worked in both the engine and steward departments. Prior to retiring in 1971, he shipped on the *Ashley Lykes*.

## Digest of Shipboard Union Meetings

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

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

**ACHIEVER** (Maersk Line Limited), Oct. 26—Chairman **Robert B. Lindsay Jr.**, Secretary **Kenneth A. Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Charles Collins**, Steward Delegate **William Bless Jr.** Chairman announced payoff prior to arrival in Charleston, S.C. Secretary reported that Maersk has officially taken over from USSM, therefore ordering procedures and company policies are in transitional phase and OT allowances may vary. Educational director urged crew members to check out upgrading opportunities at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestions made for next contract. After Charleston, ship heading to Houston, Texas.

**ALASKAN FRONTIER** (Alaska Tanker Company), Oct. 11—Chairman **Carlos Loureiro**, Secretary **Gregory S. Lynch**, Educational Director **Leland O.**

**Peterson**. Chairman asked crew to keep volume down on TV during meal hours. He also reminded them of BP's policy on remodeling state-rooms: it is not to be done. All members are to give secretary suggestions for next contract in writing so they can be documented and forwarded to headquarters. Secretary announced that more than \$16,000 was raised by crew and company for Hurricane Katrina victims. Money was sent to American Red Cross. Educational director encouraged mariners to take advantage of upgrading courses available at Piney Point school and advised them to renew documents early so as not to miss any job opportunities. He told them passports can be received in about a week. No beefs or disputed OT reported. Seafarers talked about extra bonus vacation and were assured that as long as they are in the ATC hiring pool, they will be eligible for the benefit. Discussion held about communications issues between ship and headquarters. Suggestions made regarding items for new contract, including pay increases for everyone. ATC's policy of not selling tobacco products

in Slop Chest was reiterated. Vote of thanks given to steward department for good meals.

**CLEVELAND** (Sealift Inc.), Oct. 31—Chairman **Fareed A. Khan**, Secretary **Claudia N. Mauricio Brice**, Deck Delegate **Andrew D. Esteban**, Engine Delegate **Oliver L. Celestial**. Chairman reported smooth sailing with great crew. Secretary asked departing crew members to clean rooms for next person. Educational director talked about upgrading opportunities for seafarers at union-affiliated school in Piney Point. No beefs or disputed OT reported. Recommendations made regarding prescription plan. Collection fund for Katrina victims netted \$330. Engineer informed that dishwasher and ice machine are not working properly. Crew expressed gratitude to steward department for excellent food. Next port: Lake Charles, La.

**COAST RANGE** (Intrepid), Oct. 31—Chairman **Terry D. Cowans Sr.**, Secretary **Lanette A. Lopez**, Deck Delegate **Mario Batiz**. Chairman urged all mariners to read *Seafarers LOG* for current information about union and maritime industry concerns. Secretary reported approximately \$500 per month spent on satellite TV and DVDs. No beefs or disputed OT reported. Deck delegate requested clarification on company's policy regarding speaking English only in work areas and that policy be posted.

**ITB BALTIMORE** (USS Transport), Oct. 30—Chairman **Jeffrey H. Kass**, Secretary **William R. Burdette**, Educational Director **Earl A. Olson**, Deck Delegate **James F. Harris**, Engine Delegate **Ahmed Salim**. Bosun informed crew he has contacted headquarters regarding new contract and requested copies. He also stated he is a firm believer in SPAD (Seafarers Political Activity Donation) and that money is used to fight forces on Capitol Hill that could take away seafarers' way of making a living. Crew members were reminded to wear proper safety gear while on deck. Educational

director advised members to upgrade often at Paul Hall Center No beefs or disputed OT reported. Next ports: Cherry Point and Richmond, Calif.

**MAERSK CAROLINA** (Maersk Line Limited), Oct. 9—Chairman **Brian K. Fountain**, Secretary **James H. Rider**, Educational Director **Kevin M. Cooper**, Deck Delegate **Howard G. Blanks Jr.**, Steward Delegate **Isabel R. Sabio**. Chairman announced Oct. 18 payoff in Charleston, S.C. He thanked everyone for safe trip and reminded them to report any safety issues to department heads. Secretary reported 60-day stores to be taken aboard in Charleston and expressed gratitude for everyone's help keeping ship clean. Educational director led discussion about recent health plan changes and reminded all hands to check documents' expiration dates. No beefs; disputed OT reported in deck department. Crew members made suggestions for next contract, including strong wage increases to help offset some of the added medical expenses. Vote of thanks given to steward department for job well done.

**OVERSEAS LUXMAR** (OSG Ship Management), Oct. 20—Chairman **Albert C. Williams**, Secretary **Douglas A. Hundsamer**, Educational Director **William Pough**, Deck Delegate **Ronald Poole**, Engine Delegate **Grady Lamontaje**, Steward Delegate **Alba Ayala**. Chairman emphasized importance of working together safely and requested vessel master set up ship's fund. Educational director urged mariners to keep all documents in order so as not to be turned down for employment. He also raised member awareness of SMPPP (Seafarers Money Purchase Pension Plan) and advised crew to review individual accounts when they receive them in April. Beef reported in deck department. No disputed OT. Professional exterminator requested aboard ship. Vote of thanks given to steward department and OMUs.

**QUALITY** (Maersk Line Limited), Oct. 30—Chairman **George J. Diefenbach**, Secretary **Alexander Banky**, Educational Director **Timothy E. Pillsworth**, Steward Delegate **Robert Arana**. Chairman announced Nov. 5 payoff in Newark, N.J. Secretary encouraged Seafarers to contribute to SPAD, saying "because when you do, you help yourself as well as your union brothers and sisters." Educational director stressed importance of taking advantage of educational opportunities available at Piney Point school. Treasurer stated \$40 in ship's fund and \$800 in satellite fund. No beefs; disputed OT reported in steward department. Clarification requested on how SIU-NMU merger affects members' seniority. Crew would like cost of living increases in pension benefits along with health insurance for spouses. Next ports: Elizabeth, N.J.; Norfolk, Va.; Charleston, S.C.; Houston, Texas.

**COURAGE** (Interocean American Shipping), Nov. 15—Chairman **Michael Phy**, Secretary **Robert E. Wilcox Jr.**, Educational Director **Owen A. Gallagher**, Deck Delegate **Edward Martinez**, Engine Delegate **Alfred Norris**, Steward Delegate **Michael Harris**. Chairman announced Nov. 16 payoff in Bayonne, N.J. He asked crew for cooperation in sorting plastic items from regular trash. Secretary thanked everyone for helping keep common areas clean and thanked deck gang for being quiet in passageways so others can sleep. Educational director urged

mariners to upgrade their skills at union-affiliated school in Piney Point, Md. and keep documents up to date. Beef reported in engine department pertaining to tank-cleaning procedures; no disputed OT noted. Recommendation made to lower age and seetime requirements for pension benefits. Request made for new mattresses, fountain machine for cold drinks as well as transformer (220v to 110c) for each fo'c'sle. Next ports: Bayonne; Newark, N.J.; Baltimore; Charleston, S.C.

**GREEN DALE** (Waterman Steamship), Nov. 4—Chairman **Shawn T. Evans**, Secretary **Allen D. Bright**, Steward Delegate

Secretary **Kenneth Whitfield**, Educational Director **Monroe G. Monseve**, Deck Delegate **Derrick W. Hurt**, Steward Delegate **Marie Mitchell**. Chairman announced Nov. 21 payoff in Beaumont, Texas and thanked crew for all their support over the long voyage, especially the offloading of equipment in various ports of call. He encouraged members to attend local union meetings—whether at sea or on shore. Secretary educated members as to why union meetings are so important. He also asked those departing vessel to clean rooms. Educational director spoke to crew about upgrading skills at Paul Hall Center and stressed need to keep all docu-

### Thanksgiving on Empire State



Seafarers recently crewed up the *Empire State* when the vessel was mobilized for hurricane relief operations in the New Orleans area. Some of the crew members are pictured here enjoying their Thanksgiving dinner aboard the ship, which remained in the Gulf Coast region as of mid-December. Recertified Bosun Jamie Miller sent the photos to the LOG.

ments current. He further advised everyone to read monthly *Seafarers LOG* for information about union and maritime industry. No beefs or disputed OT reported. Crew read President Sacco's report in latest *LOG* and thanked him for his support and continued efforts in getting more jobs for SIU members. Clarification requested on cash limit at draw and payoff. Thanks given to everyone, especially steward department, for jobs well done. Next ports: Charleston, S.C.; Beaumont, Texas; Mobile, Ala.

**USNS MENDONCA** (American Overseas Marine), Nov. 10—Chairman **John A. Mendez**, Secretary **Robert M. Mensching**, Engine Delegate **Benjamin A. Stanley**, Steward Delegate **Nina M. McFall**. Chairman urged everyone to read *Seafarers LOG*, especially president's report. Secretary asked crew members to do their share in helping keep ship clean. Educational director spoke about benefits of upgrading at Piney Point school. It was noted that the company has initiated a ship's fund. Report will be given to membership once specifics have been determined. No beefs or disputed OT reported. Chairman will try to get copies of all contracts (Amsea, MSC, etc.) as well as Memoranda of Understanding for crew reference. Question raised whether company would supply movies and gym equipment. Vote of thanks given to steward department. Next port: Philadelphia.

**Hamin Sialana**. Chairman thanked crew for smooth trip and requested status of contract negotiations. Educational director urged Seafarers to watch safety videos and report any damaged equipment to department head. He also talked about opportunities available at Paul Hall Center for upgrading skills. No beefs or disputed OT reported. Thanks given to steward department for good food "and plenty of it." Suggestion made to lower age requirements for pension benefits. Next ports: Vancouver, Wash.; Long Beach, Calif.; Japan.

**HORIZON HAWAII** (Horizon Lines), Nov. 20—Chairman **Thomas W. Grosskurth**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Charles F. Welch**, Deck Delegate **Isaac Vega-Mercado**, Engine Delegate **Eliesar Montalvo**, Steward Delegate **Rafael A. Cardenas Jr.** Chairman announced Nov. 20 payoff in Jacksonville, Fla. He recommended all members keep z-cards and passports current or chance losing a job. Crew members were asked to have union books and dues payments ready for patrolman at payoff. Secretary thanked everyone for great voyage and wished them all a happy holiday season. Educational director talked about upgrading opportunities available at Piney Point facility. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

**NORTHERN LIGHTS** (Interocean American Shipping), Nov. 6—Chairman **Eric A. Berry**,

### With Seafarers on the Lakes



Seafarers aboard the *St. Mary's Challenger* recently submitted these two photos which were snapped aboard the Hannah Marine vessel. The ship is a self-unloading cement carrier. During a recent shipboard meeting, crew members discussed their contract and also the importance of safety.



## Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2005

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	2	4	1	0	0	0	0	3	5	1
Anchorage	0	3	2	0	3	2	1	0	11	5
Baltimore	2	8	0	1	5	0	0	5	9	1
Fort Lauderdale	8	12	7	2	3	3	2	14	28	13
Guam	0	2	1	1	4	1	1	0	7	3
Honolulu	9	6	1	4	5	0	1	11	17	4
Houston	38	32	25	29	20	10	17	63	44	42
Jacksonville	21	24	6	22	21	4	23	44	24	14
Joliet	1	3	1	1	2	1	0	0	2	2
Mobile	21	8	2	6	7	3	8	26	18	5
New Orleans	14	12	9	9	6	2	7	26	16	16
New York	40	18	10	21	8	7	21	67	35	21
Norfolk	20	18	7	19	9	4	10	26	24	12
Philadelphia	7	3	0	3	3	0	2	5	5	0
Piney Point	0	6	2	1	10	1	1	0	6	1
Puerto Rico	10	5	0	4	6	1	11	19	10	0
San Francisco	18	8	6	13	8	4	13	36	13	10
St. Louis	0	5	1	1	4	0	2	1	7	2
Tacoma	26	36	15	27	29	14	25	49	50	21
Wilmington	25	26	12	15	19	9	18	44	40	19
<b>Totals</b>	<b>262</b>	<b>239</b>	<b>108</b>	<b>179</b>	<b>172</b>	<b>66</b>	<b>163</b>	<b>439</b>	<b>371</b>	<b>192</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	0	1	1	0	0	0	1	1
Anchorage	0	3	0	0	0	0	0	0	5	1
Baltimore	9	7	1	3	3	1	5	8	7	2
Fort Lauderdale	5	8	4	2	3	3	2	7	12	5
Guam	0	1	1	1	3	1	0	2	3	1
Honolulu	9	4	4	8	6	2	3	9	3	4
Houston	15	10	10	9	10	4	7	23	13	14
Jacksonville	17	21	14	12	12	3	16	26	27	18
Joliet	1	4	0	1	3	0	0	0	1	0
Mobile	10	7	1	6	5	1	5	14	9	2
New Orleans	4	6	3	4	3	2	3	11	7	2
New York	16	15	14	6	10	5	8	31	20	15
Norfolk	7	12	10	7	6	5	3	8	17	12
Philadelphia	1	4	0	0	3	0	2	3	6	1
Piney Point	1	2	0	0	1	0	0	2	2	0
Puerto Rico	4	2	0	2	2	0	6	4	4	0
San Francisco	8	8	4	5	5	1	5	13	11	4
St. Louis	3	4	1	2	2	0	1	2	2	1
Tacoma	11	21	4	11	16	5	11	15	24	7
Wilmington	9	15	10	7	10	3	6	9	20	17
<b>Totals</b>	<b>130</b>	<b>154</b>	<b>81</b>	<b>87</b>	<b>104</b>	<b>36</b>	<b>83</b>	<b>187</b>	<b>194</b>	<b>107</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	0	0	0	0	0	0	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	0	1	3	0	0	3	6	3	1
Fort Lauderdale	8	11	3	2	7	2	7	11	10	2
Guam	0	2	0	0	3	0	0	1	1	0
Honolulu	13	7	0	6	3	0	3	17	13	1
Houston	14	6	2	12	3	4	13	29	12	5
Jacksonville	20	6	1	13	4	2	9	28	11	5
Joliet	1	0	0	0	0	1	0	1	0	1
Mobile	9	2	2	2	6	0	2	13	4	2
New Orleans	4	5	1	4	2	0	2	11	8	2
New York	25	5	3	11	2	2	13	38	11	7
Norfolk	9	12	3	10	10	3	10	14	17	7
Philadelphia	0	2	0	1	0	0	2	3	2	0
Piney Point	7	2	0	2	2	0	3	8	1	1
Puerto Rico	2	1	0	0	1	0	1	3	2	0
San Francisco	17	5	1	13	3	0	8	30	7	3
St. Louis	0	0	1	1	2	1	0	0	0	0
Tacoma	16	9	7	15	6	2	13	28	14	10
Wilmington	21	12	1	16	6	1	7	37	17	2
<b>Totals</b>	<b>169</b>	<b>87</b>	<b>26</b>	<b>111</b>	<b>60</b>	<b>18</b>	<b>96</b>	<b>278</b>	<b>133</b>	<b>49</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	1	4	0	3	0	0	0	1	6
Anchorage	0	4	1	0	3	2	0	0	4	4
Baltimore	0	1	4	0	2	0	0	0	1	4
Fort Lauderdale	0	4	4	0	5	2	0	0	12	10
Guam	0	0	2	0	0	2	0	0	5	3
Honolulu	2	3	6	3	4	1	0	3	15	17
Houston	8	14	28	3	7	17	0	9	27	34
Jacksonville	3	13	14	2	7	4	0	3	25	29
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	6	1	0	4	0	0	0	9	1
New Orleans	4	5	6	0	1	3	0	4	7	7
New York	9	20	29	5	8	3	0	14	55	54
Norfolk	1	6	22	1	4	11	0	0	14	24
Philadelphia	0	0	1	0	0	0	0	0	0	1
Piney Point	0	8	23	0	7	12	0	0	9	19
Puerto Rico	1	5	0	1	3	0	0	1	6	1
San Francisco	9	16	8	1	9	2	0	10	17	15
St. Louis	0	0	2	0	1	0	0	0	0	3
Tacoma	5	17	23	3	8	11	0	7	31	33
Wilmington	1	16	12	1	9	7	0	1	14	19
<b>Totals</b>	<b>43</b>	<b>139</b>	<b>190</b>	<b>20</b>	<b>85</b>	<b>77</b>	<b>0</b>	<b>52</b>	<b>252</b>	<b>284</b>
<b>Totals All Departments</b>	<b>604</b>	<b>619</b>	<b>405</b>	<b>397</b>	<b>421</b>	<b>197</b>	<b>342</b>	<b>956</b>	<b>950</b>	<b>632</b>

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

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

### February & March 2006 Membership Meetings

Piney Point	Monday: February 6, March 6
Algonac	Friday: February 10, March 10
Baltimore	Thursday: February 9, March 9
Boston	Friday: February 10, March 10
Guam	Thursday: February 23, March 23
Honolulu	Friday: February 17, March 17
Houston	Monday: February 13, March 13
Jacksonville	Thursday: February 9, March 9
Joliet	Thursday: February 16, March 16
Mobile	Wednesday: February 15, March 15
New Orleans	Tuesday: February 14, March 14
New York	Tuesday: February 7, March 7
Norfolk	Thursday: February 9, March 9
Philadelphia	Wednesday: February 8, March 8
Port Everglades	Thursday: February 16, March 16
San Francisco	Thursday: February 16, March 16
San Juan	Thursday: February 9, March 9
St. Louis	Friday: February 17, March 17
Tacoma	Friday: February 24, March 24
Wilmington	Tuesday: February 21*
	Monday: March 20

(\*change created by Presidents' Day holiday)

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

### Additional Thanks – More SDRF Contributors

The November and December issues of the *LOG* included lists of individuals who contributed to the Seafarers Disaster Relief Fund (SDRF). Since those lists were compiled, additional contributions were received from people whose names are listed below.

Timothy Burke  
Anthony Maben  
Lavern McDowell Sr.  
Donald Melonson  
Mohsin Nasser  
Christopher Schneider  
Ellen Silver  
Jerome Smith  
John Walsh

#### 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

**Seafarers International Union  
Directory****Michael Sacco, President****Augustin Tellez, Executive Vice President****David Heindel, Secretary-Treasurer****George Tricker, Vice President Contracts****Tom Orzechowski,***Vice President Lakes and Inland Waters***Dean Corgoy, Vice President Gulf Coast****Nicholas J. Marrone, Vice President West Coast****Joseph T. Soresi, Vice President Atlantic Coast****Kermett Mangram,***Vice President Government Services***René Lioeanjie, Vice President at Large****Charles Stewart, Vice President at Large****HEADQUARTERS**5201 Auth Way, Camp Springs, MD 20746  
(301) 899-0675**ALGONAC**520 St. Clair River Dr., Algonac, MI 48001  
(810) 794-4988**ANCHORAGE**721 Sesame St., #1C, Anchorage, AK 99503  
(907) 561-4988**BALTIMORE**2315 Essex St., Baltimore, MD 21224  
(410) 327-4900**BOSTON**Marine Industrial Park/EDIC  
27 Drydock Ave., Boston, MA 02210  
(617) 261-0790**GUAM**P.O. Box 315242, Tamuning, Guam 96931-5242  
Cliffline Office Ctr., Bldg. B, 422, Suite 101B  
West O'Brien Dr., Hagatna, Guam 96910  
(671) 477-1350**HONOLULU**606 Kalihi St., Honolulu, HI 96819  
(808) 845-5222**HOUSTON**1221 Pierce St., Houston, TX 77002  
(713) 659-5152**JACKSONVILLE**3315 Liberty St., Jacksonville, FL 32206  
(904) 353-0987**JOLIET**10 East Clinton St., Joliet, IL 60432  
(815) 723-8002**MOBILE**1640 Dauphin Island Pkwy, Mobile, AL 36605  
(251) 478-0916**NEW ORLEANS**3911 Lapalco Blvd., Harvey, LA 70058  
(504) 328-7545**NEW YORK**635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600

Government Services Division: (718) 832-8767

**NORFOLK**115 Third St., Norfolk, VA 23510  
(757) 622-1892**PHILADELPHIA**2604 S. 4 St., Philadelphia, PA 19148  
(215) 336-3818**PINEY POINT**P.O. Box 75, Piney Point, MD 20674  
(301) 994-0010**PORT EVERGLADES**1221 S. Andrews Ave., Ft. Lauderdale, FL 33316  
(954) 522-7984**SAN FRANCISCO**350 Fremont St., San Francisco, CA 94105  
(415) 543-5855

Government Services Division: (415) 861-3400

**SANTURCE**1057 Fernandez Juncos Ave., Stop 16  
Santurce, PR 00907  
(787) 721-4033**ST. LOUIS/ALTON**4581 Gravois Ave., St. Louis, MO 63116  
(314) 752-6500**TACOMA**3411 South Union Ave., Tacoma, WA 98409  
(253) 272-7774**WILMINGTON**510 N. Broad Ave., Wilmington, CA 90744  
(310) 549-4000**NMU Monthly Shipping & Registration Report**

NOVEMBER 16 — DECEMBER 15, 2005

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	3	2	0	3	0	0	1	12	9	0
Houston	15	3	2	16	0	2	13	32	11	3
Jacksonville	2	1	0	0	2	0	1	5	1	1
New Orleans	6	2	1	3	0	0	1	16	5	11
New York	11	3	1	14	1	1	12	32	12	1
Norfolk	0	0	0	3	0	0	1	0	0	0
Tacoma	1	0	0	0	0	0	2	1	1	1
Wilmington	1	0	0	1	0	0	0	7	3	0
<b>Totals</b>	<b>39</b>	<b>11</b>	<b>4</b>	<b>40</b>	<b>3</b>	<b>3</b>	<b>31</b>	<b>105</b>	<b>42</b>	<b>17</b>
<b>ENGINE DEPARTMENT</b>										
Boston	2	1	0	4	0	0	0	6	1	0
Houston	7	2	2	4	1	2	4	20	3	2
Jacksonville	0	0	0	0	1	3	3	6	7	3
New Orleans	0	0	0	0	0	0	0	1	5	7
New York	6	4	1	6	0	1	6	16	10	0
Norfolk	0	0	0	0	0	0	1	1	0	1
Tacoma	0	0	0	0	0	0	0	0	1	0
Wilmington	1	0	1	2	0	1	3	5	0	0
<b>Totals</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>17</b>	<b>55</b>	<b>27</b>	<b>13</b>
<b>STEWARD DEPARTMENT</b>										
Boston	1	0	0	1	1	0	0	6	3	0
Houston	3	1	1	0	2	1	1	14	4	2
Jacksonville	0	2	0	3	2	0	2	3	4	3
New Orleans	3	2	1	0	1	0	0	4	1	6
New York	5	2	0	5	1	0	1	14	16	0
Norfolk	1	0	0	2	0	0	1	1	1	0
Tacoma	0	1	1	0	1	1	0	0	0	0
Wilmington	0	0	2	0	0	2	0	2	1	0
<b>Totals</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>44</b>	<b>30</b>	<b>11</b>
<b>ENTRY DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals All Departments</b>	<b>68</b>	<b>26</b>	<b>13</b>	<b>67</b>	<b>13</b>	<b>14</b>	<b>53</b>	<b>204</b>	<b>99</b>	<b>41</b>

**PIC-FROM-THE-PAST**

This photo was sent to the *Seafarers LOG* by Pensioner **Jesus V. Garcia** of Fort Lee, N.J.

It was taken on an SIU-contracted ship "a few years ago," he wrote in a letter to the *LOG* that accompanied the photo.

"As you can see," he wrote, "it shows some of my shipmates having coffee at 10:00 a.m."

Brother Garcia, who was born in Fort Worth, Texas, joined the SIU in 1948 in the port of New York sailing as an FOWT. He retired in 1980, last sailing on the *Borinquen*.



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

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 668** — Graduating from the water survival class are unlicensed apprentices from class 668. They are (in alphabetical order) Michael Callahan, Marcus Campbell, Enrique Defendini, Brian Elam, Juan Gonzalez, Legarrius Jones, Benita Long, David Moses, Lee Patrick, Richard Perez, Marvin Porter, Christopher Sahagon, Terrance Sawyer, Gregory Simmons, Jeffrey Tyson, Ryan Wall and Michael Williams.



**Able Seaman** — Receiving certificates for completion of the AB class ending Sept. 16 are (from left, kneeling) Norman Rodriguez, John Maynor Sr., (first row) Jerome Prince, Paul Brown, Ty Varnadoe, Romulo Racoma Jr., Thia-Curon Banks, (last row) Chris Malbas, James Nickerson, Stacy Murphy and Daniel McFarland. Their instructor, Bernabe Pelingon, is at far right.



**ARPA** — With instructor Mike Smith (far right) are Seafarers who completed the ARPA course Aug. 25. They are (in alphabetical order) Andrew Brzezinski, Nikunj Christian, Jeffrey Coble, Alexander Kepchar, Felix Nunez and Michael Presser.



**Damage Control** — Upgrading Seafarers working aboard MTL vessels who completed the Damage Control course Sept. 23 are (in no specific order) Robet Yates, Terry Popperwill, Keith Kirkeide, Harry Livingston Jr., Robert Taylor, Guy Pruitt, Garnett Leary, Melvin Pendleton, Greg Cherry, Eddie Garner, Riley Johnson, James Hunley, Brian Cherry, Miles Ireland Jr., Bradley Thomas Jr. and Art Schwendeman. Their instructor, Mark Cates, is at far left.



**Jr. Engineer** — Completing the junior engineer program, which lasted from June 20 through Sept. 9 are (in no specific order) Aaron Matuszky, Kenneth Green, Christopher Eason, Ronald Embody, Darrell Riggins, Demond Williams, Terrance Maxwell, Charles Bennett, Anthony Neathery, Michael Voda, Joseph Krajnik, Jeffrey Hawkins, Eric Mentzer and Bryan Fletcher. Their instructor, Jay Henderson, is at far left.



**Chief Cook** — Graduates of the chief cook class in November are (from the left) Charles Davis, Elba Alfaro, Larry Bachelor, Chef John Dobson (instructor), Reynaldo Ricarte, Lisa Favreaux and Mary Whatley.

## Computer Lab Classes



Holding their certificates of achievement for courses recently completed in the computer lab are (from left in the above left photo) Christopher M. Eason, George A. Miller and Joseph Krajnik, with instructor Rick Prucha in the back. In the above right photo, Lon Maduro is awarded a number of certificates of achievement in computer courses from Prucha.



**Government Vessels** — Upgrading Seafarers graduating Aug. 26 from the government vessels course are (in no specific order) Florencio Marfa Jr., Anthony Lieto, Dana Paradise, Rene Rosario, Sylvan Harris, Philip Forman, Wilfred Colon, Radford Rainey, Arnell George and Alexander Rodriguez. Their instructor, Stan Beck, is at far left.

# Paul Hall Center Classes



**Lifeboatman/Water Survival** — Sept. 23 graduates of this class include (in no specific order) George Miller, Gill Sickles, Harold Harper, Joseph Thomas, Joseph Barnes, Jeffrey Moore, Duane Frosburg and Jackie Jones Jr. Their instructor, Bernabe Pelington, is at far left. (Note: Not all are pictured.)

**Lifeboatman/Water Survival** — The following students completed the lifeboatman/water survival course ending Aug. 19. Included in the class, which was taught by Bernabe Pelington (standing aft in both photos), are (in no specific order) Mark Jones, Paul Conway, Radford Rainey, Lawrence Jackcroft, Kenneth Young, Alexander Rodriguez, Chris Malbas, Brian Goodman, Gary Walker, Morris Coronel, Robert Guilmette, Julio Rivas, Glenn Taan and Donaldo Valencia.



**Welding** — Under the instruction of Buzzy Andrews (center, back) are students who completed the welding course Sept. 9. They are (in no specific order) Michael Murner, Michael Wiley, Paul Voisin, James Watson, Lon Maduro and Hector Solis (Note: Not all are pictured.)



**Specially Trained OS** — Receiving their STOS certificates of completion Aug. 12 from instructor Tony Sevilla (far right) are (in no specific order) Steven Lonas, Wilfred Colon, Saleh Mothana, Edwin Rivera, Cortney Sacks, Abebe Reda, William Little, Jennifer Souci and Jarret Leask.



**Radar** — The seven Seafarers completing the radar course Aug. 19 are (in alphabetical order) Nikunj Christian, Rafael Clemente, Patricia Hausner, Alexander Kepchar, Michael McCourt, Felix Nuñez and Michael Presser. Their instructor, Mike Smith, is at far right.

## Basic Safety Training Classes



**STCW** — NCL, Aug. 12: Nina Holder, Mark Howland, Shala Hunt, Rufus Johnson, Roy Kamehiro, Tin Kyaw, Rokki Lewis, Brandon Lincoln, Michael Lingsch, Amy Linke-Mikles, Elizabeth Lopez, Alejandra Marquez, Nicole Matthews, Sheila McClain, Donald McDavis, Thomas McIntosh, Venecia Meno, Whitney Mitchell and William Tinney.



**STCW** — NCL, Aug. 12: Zinnia Montenegro, Daisy Anne Nalicat, Pablito Pellosis, Diana Peterson, Michael Rudkosky II, Stephen Schwartz, Jeffrey Shedrick, Brian Sheeks, Danielle Siegrist, Jodi Smith, Sheena Smith, Thomas Sover, Jerrald Taylor, Joseph Thiele, Robert Tracy, Magdalena Wiklund, Daniel Wilcox, YuQuan Wu and Nancy Zeoli-Bohanan.



**STCW** — NCL, Aug. 19: Mark Abrincia, Elray Adams, Michael Barton, Kevin Bertelmann, Christine Brown, Monica Brown, Robert Budrick Jr., Jason Carlucci, Lillian Chatwin, Sandra Clyde, Fedd Coleman, Debra Croft, Jarrod Cutchins, Samuel Day III, Jennifer Dunn, Kesha Evans, Tiffany Glenn, Anthony Guzman and SIU members Zedrick Alcantara and Bryan Benak.



**STCW** — NCL, Aug. 19: Carolyn Hathorn, Gregory Hayes, Sharon Henderson, Andrew Hinds, Carole Horn, Heather Hughes, Michelle Ireland, Talita Jefferson, Janice Johnson, Megan Johnson, Douglas Jones, Corey Keigler, Nicole Kilmer, Shelley Kimball, Chetan Kumar, Rebecca Lee and SIU members Albert Haarmann, Leslie Hewett Jr., and Robert Lerma. (Note: Not all are pictured.)



**STCW** — NCL, Aug. 19: Rachel Piceno, Bon Phoaphai Pornchai, Ronald Reed, Jamilynn Rosario, Larry Ross, Mitchell Ross, Leonard Rugante, Erika Schoenknecht, Kendra Stivers, Clint Stubblebine, Michael Tracy, Erika Vanderzon, Grant Van Ulbrich, John Vertin, Aldrin Villaluz, Mike Wabst, David West, Christa Wichert, James Young and SIU members Ethan Mims and Rene Rosario. (Note: Not all are pictured.)

**STCW** — NCL, Aug 19: Helen Legaux, James Lundy, Jay Macy, Matthew Martin, Talon McKinney, Laura Mertes, Emily Miller, Karsten Murray, Ivana Norgah, Danilo Pacia, Joseph Padden, Shawn Pajeaud, Angeline Palisoc, Rebecca Patrick, Vanessa Patterson and SIU members Lawrence Lewis and Benjamin Medrano.





## 2005 in Review

# Fleet Expansion Year's Brightest Story

## Seafarers Answered Calls for Disaster Relief, Ongoing Troop Support

In a year bracketed by bitter-sweet stories of disaster relief, the SIU enjoyed exceptionally good news throughout 2005 concerning its contracted fleet. Whether gaining new tonnage, maintaining jobs aboard ships previously under contract or learning of plans to build more vessels in American shipyards, Seafarers had plenty to applaud.

SIU members also continued supporting U.S. troops in Operations Iraqi Freedom and Enduring Freedom, sailing aboard dozens of ships in the Middle East and elsewhere.

As with any year, 2005 brought its share of challenges. It began with Seafarers mobilizing to support victims of the tsunami which struck in late 2004, and ended with SIU members still on duty in the U.S. Gulf Coast where they helped provide relief for hurricane victims. While the members were duly credited for their efforts in both missions, the extensive storm damage saddened all concerned.

Seafarers also couldn't escape the burgeoning health care crisis—a nationwide emergency that threatens to cripple the U.S. economy.

Following is a look back at some of the key stories from 2005.

### Job Growth Continues

The year started with the government announcing operating contracts for the extended, expanded U.S. Maritime Security Program and ended with Seafarers crewing up the MSP's newest ships. Overall, the program grew from the old number of 47 U.S.-flag vessels to the current 60, beginning in October. SIU members sail on every one of those ships, so the union gained 13 vessels in the updated MSP.

Not to be overlooked in the program's growth were the many

supportive comments from high-ranking military officials who participated in "flag-in" ceremonies. Their enthusiastic recognition of the U.S. Merchant Marine's vital role as part of America's fourth arm of defense reflects the bond between mariners and the troops for whom they deliver.

In a blockbuster declaration in mid-April, SIU-contracted Overseas Shipholding Group announced it will operate 10 U.S.-flag tankers scheduled for construction at Aker Philadelphia Shipyard (formerly Kvaerner Philadelphia). The company said the five-year construction plan is "believed to be the largest of its kind in American commercial shipbuilding."

Plenty of fanfare accompanied the launch of NCL America's second ship, the *Pride of America*. Christened in New York in June, the state-of-the-art cruise ship represents not only new jobs for Seafarers, but also the continued revitalization of an important segment of the U.S. fleet.

Other areas saw growth, too. On the Great Lakes, American Steamship Company added the 1,000-foot self-unloader *Burns Harbor*, while the riverboat *Detroit Princess* also came under SIU contract.

Members of the union's Government Services Division crewed up the *USNS Lewis and Clark*, the first of eight vessels in a new T-AKE class. There are options to order four more of the dry cargo/ammunition ships, for a potential total of 12 vessels.

Matson's containership *Manulani* entered service, and the company ordered two more ships from Aker Philadelphia.

The second and third Alaska class tankers—the *Alaskan Explorer* and *Alaskan Navigator*—were delivered and sailed with SIU crews. One more such ship is

being built for BP Oil Shipping Company, USA. Like the others, it will be operated by Alaska Tanker Company.

Maritrans announced a contact to build three new ATBs.

Seafarers crewed up the new car carrier *Jean Anne*, owned by The Pasha Group and operated by Interocean Uglund Management.

The coastwise tanker *Sea Venture* came under SIU contract, operated by Intrepid Personnel and Provisioning, Inc.

Seafarers also saw significant job retention in 2005 with the awarding of various contracts. None was bigger than the U.S. Maritime Administration's announcement of operating agreements for the U.S. Ready Reserve Force (RRF). Overall, Seafarers-contracted companies won contracts to operate all 54 ships in the RRF fleet.

Similarly, Maersk Line Limited won an operating agreement for eight fast sealift ships, while Ocean Ships won a separate contract for four of the T-5 tankers. Seafarers already sailed aboard those ships, but as the operating agreements expired, there was no guarantee that the new ones would go to SIU-contracted employers.

### In Peace and War

While the SIU's support of our troops in Operations Iraqi Freedom and Enduring Freedom predates 2005 and continues into the New Year, the disaster relief operations—particularly in the U.S.—once again showed that the merchant marine is reliable not just in times of conflict but whenever needed.

More than 100 SIU members crewed 14 ships that sailed in relief missions to Sri Lanka, Thailand, India, Indonesia and other Indian Ocean nations hit by the tsunami right after Christmas 2004. Additionally, the SIU



One of the year's highlights occurred June 17 in New York as the SIU-crewed *Pride of America* was christened by U.S. Secretary of Labor Elaine Chao. Pictured at the ceremony are (from left) U.S. Coast Guard Rear Admiral Thomas Gilmour, SIU President Michael Sacco, Star Cruises Chairman Tan Sri Lim Lok Thay, NCL America President and CEO Colin Veitch, Secretary Chao and her father, James Chao.

donated \$10,000 to the International Red Cross for use in that region.

Seafarers remain very active in the Gulf Coast relief efforts following Hurricanes Katrina and Rita. Altogether, SIU members sailed aboard no fewer than 18 ships involved in the situation—whether moving them from initial danger or subsequently bringing assistance not only to the storm victims but in some cases to the government relief workers themselves.

Moreover, the union quickly established the Seafarers Disaster Relief Fund so that those wishing to directly assist their fellow SIU members could do so. Hundreds of people contributed.

Perhaps overlooked, but also noteworthy, were the mobilizations of the *USNS Mercy* and *USNS Niagara Falls* in late March. Seafarers aboard those ships helped bring assistance to earthquake victims in northern Sumatra.

### Political Action and More

The union remained extremely active in politics because such practice is vital to the survival of not only the SIU but the entire U.S. Merchant Marine. In addition to supporting pro-maritime candidates in the off-year elections, the SIU backed (among other bills and proposals) the Employee Free Choice Act; the Belated Thank You to the Merchant Mariners of World War II Act; and opening the coastal plain of the Arctic National Wildlife Refuge for safe exploration.

SIU officials and members continued their full involvement in everything from local and regional port security committees

to shipboard security teams.

Seafarers reelected Michael Sacco as union president in an election that ended Dec. 31, 2004. The tallying committee approved election results for officials who will serve four-year terms (from 2005-2008).

The Seafarers Health and Benefits Plan (SHBP) awarded scholarships worth a combined \$132,000 to three SIU members and five dependents.

Facing defections from a handful of unions, AFL-CIO President John Sweeney vowed to persevere and took steps to ensure the federation's prosperity. The addition of two other unions following the abandonment by others, along with the approval of Solidarity Charters late in the year, both reflected as well as reinforced his determination.

### ITF

The union remained active in the International Transport Workers' Federation, an organization dedicated to protecting workers' rights around the world.

SIU ITF inspectors secured \$347,000 in back pay plus repatriation for 43 crew members on the runaway-flag passenger and gaming vessel *St. Tropez*. They also brought seven Panamanian-flag vessels under ITF contract and secured back pay for crew members on the *Sumida*.

The ITF and international shipowners' Joint Negotiating Group reached a new agreement covering 55,000 mariners on more than 3,200 ships. SIU Secretary-Treasurer David Heindel, vice chair of the ITF's Seafarers' Section, participated in the negotiations.

Continued on page 17



In the U.S. maritime industry, announcements don't come much bigger than the one from SIU-contracted Overseas Shipholding Group confirming that it will operate 10 new tankers like the one pictured here. The vessels are scheduled for construction at Aker Philadelphia Shipyard.