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SEAFARERS

Approve Standard Contracts



New Agreements Increase Wages, Maintain Benefits

SIU members overwhelmingly voted in favor of the new standard freightship and tanker agreements last month during shipboard meetings and at the union halls. The five-year pacts boost wages and maintain medical benefits along with other favorably received components. Pictured above (from left) are some of the Seafarers who endorsed the new contracts—at the Baltimore hall, aboard the *Cape Wrath* and aboard the *USNS Altair*. Pages 3, 6, 7.

USNS Sacagawea Christened



The second vessel in the Navy's new T-AKE class was christened June 24 in San Diego. The *USNS Sacagawea* (above) will be crewed by members of the SIU's Government Services Division. Page 4.

Matson



Welcomes New Ship



The Seafarers-contracted *Maunalei* (both photos at immediate left), Matson's newest containership, was christened July 22 at Aker Philadelphia Shipyard. SIU President Michael Sacco led an SIU delegation that attended the ceremony. Page 3.

SIU Crews Honored For Relief Operations



Seafarers from five ships recently were recognized for their relief operations along the Gulf Coast during the immediate aftermath of Hurricanes Katrina and Rita last year. Some of those members are pictured above after the June 14 ceremony aboard the *USNS Brittin* in New Orleans. Page 8.

Rallying for Workers' Rights



Seafarers participated in a rally July 13 in Washington, D.C. to protect workers' rights. Above, students from the SIU-affiliated Paul Hall Center for Maritime Training and Education are pictured with AFL-CIO Secretary-Treasurer Richard Trumka (seventh from left) and Maryland-D.C. AFL-CIO President Fred Mason. In photo at left, Seafarers pose with AFL-CIO Executive Vice President Linda Chavez-Thompson.

News on SIU Constitution

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President's Report

Gains and Challenges

Even for a union that's accustomed to having a lot on our plate, this is an extremely busy and important time.



I'm especially concerned about the proposed federal rules for implementing new credentials for mariners and other transportation workers in the United States. In this case I'm referring to the Transportation Worker Identification Credential (TWIC) and the separate Merchant Mariner Credential (MMC).

Michael Sacco The SIU has gone through the proposed regulations with a fine-tooth comb. We have submitted our formal comments to the Transportation Department, and along with other maritime unions we also submitted joint testimony to Congress last month. Details are included in a separate article in this issue of the *LOG*.

Let me make perfectly clear that the SIU supports strong, comprehensive security policies for our ships and our ports. We want the same things that any concerned citizen would want—safe, productive operations and security that's tight enough to protect people while also being fair to all concerned. That means striking a balance between letting commerce flow while keeping our guard up at all times. It also means taking a practical, logical approach to implementing the requirements of the Maritime Transportation Security Act of 2002, which is the law behind these new credentials.

On that last point, our union's position is that the current merchant mariner document (MMD) essentially meets or exceeds the proposed requirements for a TWIC, pending the addition of a biometric identifier such as a fingerprint. As we told Congress and the Transportation Department, there's no need to reinvent the wheel. Mariners are already closely regulated and, in the context of a TWIC, we're ahead of the game. The government should look elsewhere within the transportation industry to begin instituting this new ID. We're already using a proven one, and we're already jumping through enough hoops.

Similarly, the MMC for individual mariners is largely unnecessary, and the format itself (a paper document) is a step backwards.

This is a vital development not only for the SIU but in fact for our entire industry, and we will stay on top of it every step of the way. Speaking of this particular issue, I'll close with a line from a July 3 editorial in the *Houston Chronicle* which discussed (among other points) the Jones Act and security policies for U.S. crews, and which, in my opinion, also applies to the TWIC: "U.S. mariners and the owners of their vessels are required to get high-tech ID cards and file reams of documents.... Treating the U.S. Merchant Marine as if it were the prime threat just doesn't make sense."

New Contracts

Congratulations to our negotiators and our rank-and-file membership for the new standard freightship and tanker agreements, which were ratified in July. Even the most skeptical individual would have to agree that it's quite an accomplishment in this day and age for a union to secure a five-year contract that increases wages while keeping health benefits. Our standard agreements should be a source of pride, and I believe these new contracts live up to that description.

On a personal note, I have always felt that our members stay informed on the key issues. They have reinforced that belief once again by understanding that the Seafarers Health and Benefits Plan Trustees had to make changes in our benefits structure. We all know what's happening to our fellow workers in other industries when it comes to health coverage. We want to make sure that we can continue to provide for our members—the best mariners in the world.

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SIU Weighs in on TWIC, MMC

Unions Offer Sensible Solution: Modify Current MMD

The SIU formally submitted comments early last month concerning federally proposed rules on the implementation of a Transportation Worker Identification Credential (TWIC) and (separately) the consolidation of Merchant Mariner Qualification Credentials (MMC). The comments were submitted to the U.S. Department of Transportation's Docket Management Facility, in accordance with guidelines contained in the respective Notices of Proposed Rulemakings.

Additionally, the SIU joined with other U.S. maritime unions in crafting related testimony presented July 20 to the U.S. House Subcommittee on Coast Guard and Maritime Transportation. (The subcommittee is part of the House Transportation and Infrastructure Committee.)

As previously reported, the new credentials were mandated in the Maritime Transportation Security Act (MTSA) of 2002. Since the government issued Notices of Proposed Rulemakings in late May, various segments of the U.S. maritime industry have analyzed the proposals—and many have warned of unintended consequences that could cripple commerce by throwing port operations into gridlock.

Maritime unions including the SIU have emphasized that they fully embrace strong shipboard and port security measures, but that such regulations must not cause undue burden on mariners or other transportation workers, nor should they disrupt commerce.

More than 550 organizations or individuals submitted comments on the TWIC and MMC, including four members of the House Committee on Homeland Security (U.S. Reps. Bennie Thompson, Loretta Sanchez, Jane Harman and Peter DeFazio). It is believed that the overwhelming majority of those comments—possibly all of them—urged changes to the proposed rules, including an extension of the comment period (which closed in early July and as of press time hadn't been reopened).

During the subcommittee hearing on July 20, Ron Davis, president of the Marine Engineers' Beneficial Association (MEBA) spoke on behalf of unions including the SIU, MEBA, MM&P and AMO. "In regards to future changes in mariner credentialing and the creation of the Transportation Worker Identity Credential, the Department of Homeland Security should allow the existing U.S. Merchant Mariner Document to serve as both a TWIC and a mariner credential for the purposes of identification and qualifications held by the mariner," he stated. "Essentially, we propose keeping the MMD 'as is' with the exception of adding a biometric identifier as mandated in the Maritime Transportation Security Act and ensuring that it complies with all International Labor Organization conventions."

He added that the proposed revised MMD "should allow mariners access to their vessels docked at any port facility in the United States;" that the Coast Guard "should continue to be the sole agency responsible for vetting and credentialing merchant mariners;" and that licensed deck and engine officers should still receive a license that may be displayed aboard ship for inspection purposes.

Seafarers again are reminded that nothing has been finalized with respect to the new regulations, and that the final rules probably won't be finished for at least a few months. As currently written, the new regulations would require that the TWIC pro-

gram is fully in place 18 months after the final rules are published.

Following is the bulk of the SIU's written comments to the Transportation Department:

The SIU recognizes and appreciates the breadth, complexity and challenge of protecting our nation and our maritime transportation network from terrorist incursions. We believe that a safe, secure and reliable maritime transportation system is vital to this nation's economic, defense and national security. To that end, the SIU has implemented a number of educational and training programs responding to the mandates of the Maritime Transportation Security Act of 2002 (MTSA) and the International Ship and Port Security (ISPS) Code and, further, has offered our assistance and views to the government in its efforts to devise and implement appropriate measures to protect this nation and our transportation sector from terrorism.

First and foremost, the SIU requests a 90-day extension of the comment period to allow all concerned mariners the opportunity to review the proposal and comment appropriately. By the nature of their employment, many mariners may, as yet, not have had the opportunity to either review the complex document or contact their representatives with their assessment of the proposal. In fact, the complexity and sheer magnitude of the proposal itself warrants an extended comment period. It is unreasonable to expect such an immediate turnaround on this important proposal especially since the agencies involved have had a number of years to promulgate regulations. The maritime sector should have adequate time to review and assess the proposal and its impact on the industry.

The SIU generally endorses the concept contained in the proposed rule for a biometric transportation security card. However, there are select items within this proposal that warrant concern and comment. The SIU will focus its comments on those issues, as follows.

Merchant Mariner Document (MMD)

As noted, the SIU endorses the precept of a biometric transportation security card as mandated by the Maritime Transportation Security Act of 2002. The SIU appreciates the efforts and the time expended by the Coast Guard and the Transportation Security Administration in attempting to implement this requirement. However, we believe that the complicated and burdensome process proposed by the agencies is both unnecessary for merchant mariners and may essentially prove disruptive to maritime commerce.

As such, the SIU strongly recommends that the current merchant mariner document be altered or modified to include an encoded biometric, to be used as a biometric transportation security card in lieu of the proposed TWIC, especially since the Coast Guard recognizes the MMD as an identity document. The SIU believes that with a security vetting process (threat assessment), preferably initiated by the Coast Guard, the biometric MMD would adequately respond to the mandate of the MTSA for a biometric transportation security card, given the fact that the Coast Guard advises that a security assessment is not required for the mariner population who

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MarAd Conducts Exercise at Piney Point



The U.S. Maritime Administration (MarAd) in late June conducted a readiness exercise at the SIU-affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Among the participants were Gene Magee, chief, Reserve Fleet (seated foreground, above right photo) and Captain Owen Doherty, USNR (standing in photo at left). Associate Administrator for National Security Jim Caponiti played a key role in organizing the event.

Seafarers Approve Standard Contracts

Agreements Boost Wages, Maintain Medical Benefits, Preserve Jobs

SIU members last month demonstrated their overwhelming support for the new standard freightship and tanker agreements, ratifying the five-year pacts during meetings at the union halls and aboard ship.

Voting continued as this edition of the *Seafarers LOG* went to press in late July, but based on tallies from 132 SIU-crewed ships and from membership meetings and special meetings conducted at the halls, the standard contracts clearly were headed for ratification. Approximately 98 percent of the votes were in favor of the agreements.

Despite negotiations that in many ways were more difficult than usual, the SIU bargaining team—led by Executive Vice President Augie Tellez and Vice President Contracts George Tricker—secured contracts that not only call for wage increases in each year of the pacts, but also maintain health benefits at the current Core Plus level. The latter issue consumed much of the negotiations—not surprising when one considers the staggering cost of health care nowadays.

Retroactive to June 16, 2006 and running through June 15, 2011, the contracts include numerous other gains, including an amendment to the Shipping Rules that changes tours of duty for seamen with class “A” seniority employed above an entry rating from 22 months to 12 months.

Overall, in spite of repeated demands from the companies for various concessions, the SIU didn’t lose a single job under the new agreements – and in fact took no losses in any category.

“I’m very pleased with it,” said Chief Steward **John Hale** when asked his opinion of the



Seafarers on the *Cape Knox* (above) and the *Horizon Challenger* (below) show their enthusiasm about the new standard freightship and tanker agreements.



new contracts. “The wage increases are outstanding.”

AB **Zinnon Jackson** stated, “With the economy being in the state it’s in, our bargaining committee did a marvelous job in making the necessary changes to benefit the security of all members and their families.”

Recertified Bosun **Aubrey Davis** pointed to the modification of the old “22-month rule” as a highlight of the new pacts. “That is a worthwhile change and it’s going to work out,” he observed, noting that he and many other members had requested such action.

Speaking of the contracts as a whole, OMU **Dennis Swords** noted, “I’m very pleased. Overall there are many good points and it’s all positive news.”

Electrician **Prescilo Zuniga** described the new agreements as “good, helpful for us Seafarers, especially the annual (wage) increases.”

Wiper **Gilbert Regalado** took a broad view of the contracts, noting that “the sacrifices that have been made in years past” are now paying off as the union continues building upon earlier, steadily accumulated gains. “I also really like that so many ships manned

by the union are under the standard contracts,” he added.

Bosun **David Jones** viewed the agreements as “an improvement, considering the wage increases and everything compared to some of the other industries out there—even some (traditionally) union industries like the auto industry. The contract we got this time is good for us, plus we’re maintaining our health care coverage whereas other industries are losing theirs.”

AB **Harry Champagne** said the standard contracts are “decent overall” and fair agreements for all concerned.

Chief Steward **Donna Taylor** applauded the new 12-month rule, declaring, “It gives more

people a chance to get these jobs.” She also said, “The pay increases are very reasonable.”

Tricker said the union’s “greatest challenge during the course of the negotiations was to secure unprecedented monetary increases to the funding of the Seafarers Health and Benefits Plan in order to continue offering benefits at the current Core Plus level while still providing increases in wages and all wage-related items.”

Following are highlights of the new agreements:

■ Wages and Overtime.

Effective July 1 in each year of the contract, wages and

Continued on page 6

Matson’s Maunalei Christened in Philly

Seafarers-contracted Matson Navigation Company’s newest containership, the *Maunalei*, on July 22 was christened by Millie Akaka, wife of Sen. Daniel Akaka (D-Hawaii), during a ceremony at Aker Philadelphia Shipyard.

Akaka formally christened the ship with the traditional breaking of a bottle of champagne against the hull of the vessel. SIU officials attending the christening included President Michael Sacco, Executive Vice President Augie Tellez and Secretary-Treasurer David Heindel. They were joined by a host of other officials from Washington, Hawaii and Guam who represented labor, other segments of the U.S. maritime industry and government.

The ceremony’s slate of speakers consisted of W. Allen Doane, chairman of Matson and chairman and CEO of its parent company, Alexander & Baldwin; Gen. Norton Schwartz, commander, U.S. Transportation Command (USTRANSCOM); Congressman Neil Abercrombie (D-Hawaii); and Congresswoman Madeleine Bordallo (D-Guam).

“As we entered the 21st century, we faced a considerable challenge in developing a modernization and replacement strategy for the Matson fleet,” said Doane. “Between 1983 and 2002 Matson had only one new ship constructed, the *R. J. Pfeiffer*, in 1992. “In only four years, Matson has introduced

four new ships to its fleet, an achievement that’s truly historic.” Abercrombie stressed the importance of the U.S. maritime industry. “What needs to be understood is the firm connection between a vibrant and healthy U.S. maritime industry and the prosperity of our nation,” he said. “I’m proud to say we were able to revive the cruise industry in Hawaii with American-owned, American-flagged cruise ships, with 4,000 jobs created, all union jobs, from stem to stern, [paying] American wages, obeying U.S. environmental, labor and health laws, with taxes paid to this country.” He also emphasized the key role of the Jones Act as it pertains to national security.

The *Maunalei* is the fourth new containership built by the shipyard for Matson in the past four years. Each vessel’s steward department is crewed by SIU members. Rounding out the Matson fleet upgrades were the deliveries of the SIU-contracted *Manukai* in 2003, the *Maunawili* in 2004, and the *Manulani* in 2005.

The *Maunalei*, which means “mountain flower” in Hawaiian, is 681 feet long and weighs more than 44,000 tons when fully loaded. Beginning in August, the vessel will be deployed in Matson’s Hawaii-Guam-China service alongside the other three containerships constructed by Aker Philadelphia Shipyard.



Aker Philadelphia Shipyard has built four U.S.-flag containerships for Seafarers-contracted Matson Navigation. Above, the newest ship (*Maunalei*) displays the Stars and Stripes for its christening.

SHBP Eligibility Change Announced

The Seafarers Health and Benefits Plan (SHBP) last month announced a change in its eligibility rules. As reported at all SIU membership meetings and as specified in a letter to Plan participants, as of Jan. 1, 2007, in order to remain eligible for benefits, a Seafarer must have 150 days of covered employment in the previous calendar year in addition to the current requirement of one day of covered employment in the six months prior to a claim.

In other words, in order to be eligible for benefits in 2007, a mariner must have 150 days of covered employment in 2006 in addition to the one day of covered employment in the six months preceding a claim.

The increased requirement of 150 days as compared to the old standard of 125 days recently was approved by the SHBP Board of Trustees. In her report to the membership for July, Seafarers Plans Administrator Maggie Bowen noted that the change is being implemented “in order to maintain the level of benefits provided” to eligible Seafarers and their dependents.

An informal polling of rank-and-file members and SIU port agents last month found Seafarers generally taking the change itself in stride. As reported at the membership meetings, the average deep-sea SIU member already averages well over 150 days of sea time per year. Also, Seafarers repeatedly acknowledged that this change is consistent with nationwide realities involving the continually increasing cost of health care.

The concern most often voiced by members upon

hearing about the adjustment to 150 days seems to be simply making sure that they secure enough sea time by year’s end to maintain SHBP eligibility in the New Year.

Chief Steward **Donna Taylor** agreed with that sentiment but also added, “Change is always necessary in any job so that everybody wins. We all have to be understanding.... The union has been very good to me. I’ve been able to buy my own home, my own car.”

“It’s going to work out for the long-term guys out here like myself,” said Bosun **David Jones**. “I’m a family man—I have two children—and I know from past experience the union has always covered us if we need something. Going to 150 days from 125 doesn’t really bother me because I’m out there anyway.”

According to the non-profit, non-partisan National Coalition on Health Care, spending for medical coverage continues to increase at the fastest rate in U.S. history. In 2005, employer health insurance premiums increased at a rate nearly three times greater than the rate of inflation. The yearly premium for an employer health plan covering a family of four averaged about \$11,000, while the annual premium for single coverage averaged more than \$4,000.

Another telling statistic reflects the steady drop in employer-sponsored health care. The percentage of people with employment-based health insurance has declined from 70 percent in 1987 to 59.8 percent in 2004.

2nd T-AKE Ship Christened

USNS Sacagawea Signals More CIVMAR Jobs

The U.S. Navy on June 24 christened the *USNS Sacagawea*, the newest ship in the Lewis and Clark class of underway replenishment ships, at the General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego.

Chairman of the House Armed Services Committee, Rep. Duncan Hunter (R-Calif.) delivered the ceremony's principal address. Lucy Honena Diaz and Rachael Lynne Ariwite, familial descendants of Sacagawea, served as co-sponsors of the ship, which will be crewed by members of the SIU's Government Services Division. Amy Mossett, a Mandan-Hidatsa member of the Three Affiliated Tribes of North Dakota, served as

honorary matron of honor.

Designated T-AKE 2, the *Sacagawea* honors the Lemhi Shoshone woman who acted as guide and interpreter for Lewis and Clark on their expedition into the Northwest region of the United States.

The *USNS Sacagawea* is the second of nine ships in the Navy's new T-AKE class. The *USNS Lewis and Clark* (T-AKE 1) on June 20 was delivered to the Navy's Military Sealift Command. The Navy has awarded NASSCO six contracts valued at approximately \$2.8 billion for the design and construction of the nine ships in the T-AKE program. Construction of the *Sacagawea* began in September of 2004. It is scheduled to be delivered to MSC in the first quarter of 2007.

T-AKE is a combat logistics force vessel intended to replace the current capability of the T-AE 26 Kilauea class ammunition ships, T-AFS 1 Mars class combat

stores ships and, when operating with T-AO 187 Henry J. Kaiser class oiler ships, the AOE 1 Sacramento class fast combat support ships.

Designed to operate independently for extended periods at sea while providing replenishment services to U.S., NATO and allied ships, the *USNS Sacagawea* will directly contribute to the ability of the Navy to maintain a worldwide forward presence. Ships such as the *Sacagawea* provide logistic lift from sources of supply either in port or at sea from specially equipped merchant ships. It will transfer cargo (ammunition, food, limited quantities of fuel, repair parts, ship store items, and expendable supplies and material) to ships and other naval warfare forces at sea.

The *USNS Sacagawea* is 689 feet in length, has an overall beam of 105 feet, a navigational draft of 30 feet, and displaces approximately 42,000 tons. Powered by a single-shaft diesel-electric propulsion system, the ship can reach a speed of 20 knots. The *Sacagawea* has modular cargo holding and handling systems on board and can carry more than 6,600 tons of dry cargo and nearly 23,500 barrels of fuel.



USNS Lewis and Clark

Labor Icon Evy Dubrow Dies at 95

Evelyn (Evy) Dubrow, one of America's most powerful, most respected and best-loved advocates for working people and their unions, passed away June 20. She was 95.

Although diminutive in stature—Dubrow stood only four feet, 11 inches—her accomplishments were anything but small. She was a recipient of the Presidential Medal of Freedom, a friend of presidents and champion of low-wage workers and a major force in the union movement. As one newspaper headline described her, she was the "Capitol Hill lobbyist everyone loves."

AFL-CIO President John Sweeney, recalling the many years he worked with Dubrow, said, "When I started my first job in the union movement at the International Ladies Garment Workers Union in New York, Evy Dubrow was already an experienced lobbyist for the union—and she was already a legend. As time passed and I had the chance to get to know her, I understood why.

"Evy had a rare combination of intelligence, wit, pragmatism, compassion and charm. She was so beloved and so persuasive that she could open doors and win victories on Capitol Hill for working people when no one else could. And although her heart and soul were always with the most progressive representatives and senators like John Kennedy and Hubert Humphrey and Tip O'Neill, she also counted staunch conservatives like Barry Goldwater and Bob Dole as her friends—and more than

once, she won their support. Dubrow was so popular among lawmakers that former House Speaker O'Neill had a permanent chair provided for her just outside the chamber of the House.

"Evy joked that she would have been a terrible lobbyist for the oil companies, but behind the joke was the core of who she was," Sweeney continued. "I'm convinced that the biggest reason she won so many victories over the years was that she was lobbying for a cause she loved with all her heart: the women and men of her union. All of us who were her friends are remembering her and sharing our own stories of her, but I believe that the best eulogy of Evy Dubrow was actually said years ago by a senator: Evy Dubrow is the union label. It was true then, and it will always be."

Born the daughter of impoverished immigrant factory workers from Belarus, Dubrow got her first taste of political activism handing out fliers during the Spanish Civil War in the late 1930s in New York City's Union Square. She first joined a union, the Newspaper Guild, at *The Morning Call* in New Jersey, and it changed her life. She served as the secretary of the Guild, assistant to the president of the New Jersey Congress of Industrial Organizations (CIO), and as organizer and political education director of the Textile Workers in New Jersey.

Dubrow found her true calling when David Dubinsky hired her in 1956 as the lobbyist for the International Ladies' Garment Workers Union (ILGWU), where he was president. Her very first task was to oppose a proposal that would outlaw secondary boycotts. Her next issue was fighting for an increase in the minimum wage to \$1 an hour.



Photo Courtesy of Women's Research & Education Institute

Evelyn (Evy) Dubrow (1911-2006)

It was the start of an extraordinary career. For two generations, Dubrow lobbied in Washington, D.C., for just about every good cause in public life: fighting against the return of the sweatshops and industrial homework and against free trade laws that exploit workers in this nation and around the world; and fighting for pay equity, labor law reform, family and medical leave, civil rights, universal health care and much more. She rose through the ILGWU to become an international union vice president in 1977.

In presenting Dubrow with the Medal of Freedom (the nation's highest civilian honor) in 1999, President Bill Clinton said, "For more than five decades, Evy Dubrow has fought to improve the lives of America's working women and men. A tenacious and effective union activist, she has been a force for social justice and improved labor conditions by working for increases in the minimum wage, health care reform, family and medical leave, and pay equity for women. Renowned for her grace, candor, and integrity, she has earned the respect of opponents and allies alike."



The *USNS Sacagawea* will be crewed by members of the SIU Government Services Division.

SIU-Contracted Companies Earn Environmental Awards

Three SIU-contracted companies recently were recipients of the U.S. Coast Guard's Rear Admiral William M. Benkert Marine Environmental Awards for Excellence.

Ocean Shipholdings, Inc. of Houston and Oakland, Calif.-based Matson Navigation Co. landed silver and bronze awards (plaques), respectively, in the competition's Large Business Vessel Category while U.S. Shipping Partners of Edison, N.J. took home an honorable mention in the Small Business Vessel Category. The awards were bestowed June 26 during the American Petroleum Institute Tanker Conference in San Diego.

"The Benkert Award demonstrates how industry has led, innovated and far exceeded expectations as good stewards of the sea," said Rear Adm. Craig Bone, who presented the awards on behalf of the Coast Guard.

SIU Executive Vice President Augie Tellez represented the union during the conference and witnessed the awards ceremony. "We salute our contracted companies for staking their claims on these awards," Tellez said. "It's a real testament to effort put forward by company officials to protect and safeguard the marine environment and it speaks volumes about the quality of our people who are working aboard these companies' ships. Congrats are in order all around."

Ocean Shipholdings, Inc. (OSI) received the highest-level award among all vessel operators who applied for the Benkert Award. This unique honor recognizes the environmental commitment of the company and its employees, ashore and afloat, and the excellent record this collaborative effort has achieved, an OSI publication noted of the award.

OSI operates with a safety management system meeting the requirements of the International Safety Management Code (ISM). The company's quality management system complies with ISO 9001:2000. Both systems are independently certified by the American Bureau of Shipping.

OSI vessels are in compliance with Shipboard Security requirements of MTSA and ISPS, and the company's security plans have been approved by the U.S. Coast Guard.

Presently, OSI is providing ship management services to the U.S. Navy's Military Sealift Command and the U.S. Maritime Administration.

Matson President and CEO James Andrasick commended his company's safety, quality and environmental affairs (SQE) and vessel operations departments for this distinguished achievement.

"The criteria for receiving the Benkert Award require operators to demonstrate comprehensive and industry leading environmental initiatives," he said. "Matson's efforts here have clearly gone far beyond today's stringent requirements. In every example, Matson's SQE and vessel operations departments received the full support and cooperation of all Matson personnel. The collaborative work has been exceptional."

Matson has had a zero discharge policy since 1993. In 2003, the company's *Chief Gadao* became the first U.S.-flag container vessel certified to the American Bureau of Shipping's Safety, Quality and Environmental Management (SQE) program. All of Matson's vessels now have the SQE certification, which requires a documented environmental management system focused on continuous improvement. In addition, Matson offices and terminals are certified to the ISO 14000 environmental management system standard.

Matson provides ocean transportation services for Hawaii, Guam, China and the Mid-Pacific as well as logistics services throughout North America.

U.S. Shipping Partners L.P. is an active participant in the U.S.-flag Jones Act coastwise tanker trades for refined petroleum products and chemical parcels. The company operates six integrated tug barges (ITB) which carry petroleum products and two tankers which haul mainly chemicals. U.S. Shipping Partners recently placed an order for an Articulated Tug Barge (ATB), for delivery early in 2006. The company employs approximately 30 shore staff and approximately 300 fleet personnel.

The SIU-contracted companies were three of nine to receive recognition during the API event. The Benkert Award was named for the late Rear Adm. William M. Benkert, a distinguished Coast Guard officer widely known for his leadership and vision in marine environmental protection. It was created to recognize vessel and facility operators who have implemented outstanding marine environmental protection programs that far exceed mere compliance with industrial and regulatory standards.

'All Available Boats' Examines New York Evacuation on 9/11

The story of the waterborne evacuation of thousands of people from lower Manhattan in the wake of the 9/11 attacks—a massive operation in which SIU members played a key role—now is being retold through a new multimedia exhibit in New York.

"All Available Boats: Harbor Voices and Images, 9.11.01,"

according to the Associated Press uses the voices of those who were there to tell the somewhat overlooked story of how tens of thousands of people escaped lower Manhattan on Sept. 11, 2001 by boat. Among the voices are those belonging to tug captains, police officers, other maritime workers, financial experts, students, teach-

ers, stockbrokers and other citizens. The exhibit is located at the Seamen's Church Institute's gallery at 241 Water Street, New York, N.Y.

In promoting the exhibit, the AFL-CIO noted, "The brutal images of terrorist destruction on Sept. 11, 2001, are burned into our collective memories. But there are other images from that day that most of us didn't see. Among those: New York's tugboats, ferries, fireboats, work boats and private pleasure boats evacuating more than 300,000 people from Lower Manhattan on the day the terrorists' planes took down the Twin Towers, killing nearly 2,800 people."

The exhibit "describes how the maritime community in boats crewed by members of the SIU, Marine Engineers; Masters, Mates and Pilots; Fire Fighters; Longshoreman and other unions moved survivors—many of them injured—to safety."

Shortly after the first plane hit the North Tower, the Coast Guard put out the call for "all available boats." Capt. **Kirk Slater**, an SIU



Photo Courtesy Seamen's Church Institute

The exhibit offers various viewing and listening choices.

Maritime Trades Dept. Launches Web Site

The Maritime Trades Department, AFL-CIO (MTD) last month went electronic with its communications competency by launching its new web site—www.maritimetrades.org.

SIU President Michael Sacco, who also serves as MTD president, in late June announced the premier of the department's latest communications vehicle. The site replaces the department's long-running newsletter, *Maritime*, which ceased publication in March.

In addition to carrying general information on the department, the new MTD web site contains data about its officers, and facts about its 24 affiliated internation-

al unions and its port maritime councils. It also will maintain links with various maritime, labor and governmental organizations.

The new web site will be updated regularly with the latest news and information from maritime labor and the industry. It will announce upcoming events involving the MTD and its port councils.

Twenty-four international unions comprise the MTD. These unions represent more than 5 million members in maritime-related industries. The MTD also has a series of 19 port maritime councils in major port cities across the United States and Canada.

SIU Weighs in on TWIC

Continued from page 2

have an MMD issued after February 3, 2003, implying that those mariners have undergone a full security vetting by the Coast Guard and therefore need not undergo a TWIC security assessment. The SIU urges the Coast Guard to continue this simplified approach for merchant mariners who are required to hold merchant mariner documents instead of opting for the TSA proposed process.

Further, the SIU believes that the Coast Guard itself has the authority to implement the biometric transportation security card mandate as recommended above. In fact, the MTSA requires the Secretary of Homeland Security to issue a biometric transportation security credential to merchant mariners. Section 102 of the MTSA defines "Secretary" to mean "the Secretary in which the Coast Guard is operating." It is our view that within this definition, the Coast Guard has the authority to issue an MMD with an encoded biometric as a merchant mariner biometric transportation security credential. Moreover, this would certainly negate the need for a change in the Code of Federal Regulations as proposed in USCG-2006-24371, the Consolidation of Merchant Mariner Qualification Credentials.

A further reason for utilizing a biometric merchant mariner document in lieu of a TWIC is the fact that the rule proposes standards which will primarily impact merchant mariners and port workers. Why reinvent the wheel when a proven, time-tested, and internationally accepted document already exists that, with some modification, responds to the mandate of the MTSA. In addition, to date, there are no TWIC requirements for other workers in all modes of transportation. It is our view that if the TWIC is not applicable to all modes of transportation, then the system is essentially flawed due to port intermodalism and the security objective is undermined.

User Fees

In this rule, the TSA proposes to establish new user fees for the TWIC process. Although the SIU opposes a TWIC requirement for merchant mariners, we nonetheless advance that it is patently unfair to impose yet another user fee on the merchant mariner for a credential that can be encompassed in the MMD. In fact, the merchant mariner is already charged a user fee for the process associated with the MMD. The SIU is aware that Section 520 of the 2004 DHS Appropriations Act requires TSA to charge a reasonable fee for providing credentialing and background investigations in the field of transportation. The principle behind user fees is based on the philosophy that beneficiaries of federal expenditures should repay the government in the form of a user charge on all or a portion of the federal expenditures incurred for a service. User fees are based on the premise that some agency services are of benefit only to particular segments of the population and that fairness dictates that these services be subject to user fees. However, the SIU contends that the TWIC program is not of benefit to a particular segment of the population—the merchant mariner in this case—but primarily in the interest

of public security. It is our belief that one of the key criteria regarding the application of a user fee for TSA services rendered is whether the service provides a special benefit to an identifiable recipient above and beyond those that accrue to the public at large. In this case, it does not. Therefore, given the fact that obtaining a TWIC is in the interest of public security, merchant mariners should not be assessed a user fee. It is neither fair nor reasonable to assess a user fee on a merchant mariner for a security mandate that has broader benefits. The background checks and security threat assessments contained in the proposal are considered necessary to enhance the security of our nation's ports and are part of an overall effort to fight terrorism elements....

Federal Preemption

The SIU recognizes and acknowledges the fact that states have the right to regulate access to their port facilities. However, once a national identity standard is promulgated, it is critically important that these standards supersede state regulations. Thus, the SIU recommends that the federal TWIC or MMD program preempt any state or local regulations covering identity cards for mariners. The entire purpose of an identification credential is to provide a universally recognized identity card and to assure a mariner access to vessels and port facilities. In addition, the mandatory provisions of the International Maritime Organization's ISPS Code require facilitation of access by mariners. Additional state or local requirements will create confusion and intolerable conditions for mariners, undermine the purpose of the TWIC, and disrupt interstate and foreign waterborne commerce. Allowing states to arbitrarily impose different or added security requirements is inconsistent with the intent of the TSA and Coast Guard to achieve a level of consistency governing threat assessments and transportation credentials.

Further Comments on the TWIC Program

The SIU believes that the TWIC program, as proposed, is an economic train-wreck waiting to happen. It will not enhance security but will certainly disrupt commerce and place an intolerable burden on American merchant mariners. The program is also flawed since it exempts foreign seamen from the process while focusing completely on U.S. merchant mariners who are screened, regulated and fully vetted by the Coast Guard. It has been estimated that 97 percent of our imports and exports are carried on foreign-flag vessels with foreign crews who in our view pose the gravest security risk. Yet, these crews are exempt from the TWIC requirements.

If the TSA and Coast Guard actually implement this proposed rule, the SIU, in addition to our recommendations above, advocates the following:

- Any national TWIC issued to American merchant mariners must be compatible with the International Labor Organization's Convention 185 so that the document will be acceptable in foreign ports.
- Any waiver or appeals cases should be held before an Administrative Law Judge (ALJ) at a hearing on the record. It is unfair to have a mariner go back to the very

agency which determined he was a security risk in the first place to resolve the issue.

- TSA should eliminate the self-disclosure of convictions requirement in the application process. The TWIC applicant will be required to undergo an extensive background check which will uncover any disqualifying factors for obtaining a TWIC. Why then should the applicant be required to complete a self-disclosure form?

- If mariners are required to obtain a TWIC, they should be guaranteed unfettered access to ports.

- There should be a clear nexus between terrorism security and the crimes that will disqualify an individual from holding a maritime TWIC, as the list of felony offenses that will disqualify a mariner from obtaining a maritime TWIC is too expansive, nebulous and unfocused on eliminating true security risks.

U.S. mariners are and will always be an effective asset in the global war on terrorism and are the most trained, qualified and vetted workers in the transportation industry. Our history of answering the call to perform our patriotic duty in every conflict and disaster is a matter of public record. In summary and to be clear, we urge the TSA and the Coast Guard to recognize the contributions of American mariners to the economic and defense security of our nation by exempting them from the unnecessary burden of obtaining a TWIC.

The SIU looks forward to working and cooperating with the TSA and Coast Guard to find an amenable resolution to this important issue. Thank you for the opportunity to comment.

Sincerely,
Michael Sacco
President

In its comments about the MMC, the SIU in addition to requesting an extension of the comment period noted, "The SIU urges the Coast Guard to separate this proposed rule from the timeline advanced in the TWIC proposal and further recommends that this proposal be either deferred or reintroduced gradually and subsequent to a thorough testing of the TWIC program, if promulgated.... During an initial review of the document, the SIU detected a number of minor errors and several noticeable omissions in the proposal which may create unintended consequences. Further, it has been noted that the Coast Guard intends to create a paper document which, in our view, is a reversion to the past. Smarter credentials are the answer, utilizing smart card technology. In fact, it is such technology that will enable the Coast Guard to bring U.S. maritime credentialing from the 19th to the 21st century.

"As advanced by the Coast Guard in its *Proceedings* publication, the consolidation of credentials requires substantial effort, planning, coordination, and cooperation and many complex and sensitive details will have to be considered including revision of current statutes and regulations. The SIU agrees with this tenet and looks forward to working together with the Coast Guard to achieve a meaningful transition of credentialing to the 21st century."

Seafarers Approve Standard Contracts



Bargaining committee members included (front, from left) Ed Hanley, SIU VP Contracts George Tricker, Jack Craft, SIU Executive VP Augie Tellez, Captain Robert Johnston, (standing) Mike Bohlman, Carol Berger, Wally Becker, Jean Harrington, Tony Naccarato, Bob Rogers, Bill Cole and Jack Robinson.



BALTIMORE HALL

Continued from page 3

overtime are increased as follows: 2 percent in 2006; 3 percent in 2007; 3 percent in 2008; 4 percent in 2009; and 4 percent in 2010, for a total of 16 percent over the life of the contract.

■ **Shipping Rules.** Responding to numerous recommendations received from the membership, the union successfully amended the Shipping Rules by changing tours of duty for seamen with class A seniority employed above an entry rating from 22 months to 12 months.

A labor-management committee has been created to identify and resolve crew shore-leave issues.

Seafarers being relieved shall register at a port in the continental United States, Puerto Rico, Hawaii or Guam within 72 hours after being relieved, excluding Saturdays, Sundays and holidays. (Hawaii and Guam are new additions to this rule.)

Mariners who hold permanent status aboard commercial vessels having the right to relief must confirm their intent to reclaim their position by notifying the hiring hall dispatcher at least 72 hours prior to the vessel's arrival. This may be done by phone (a change from past practice). After validating a permanent seaman's credentials in accordance with Rule 2 C. (2.) the hiring hall shall ship the seaman and advise the company to arrange transportation from either the seaman's domestic home of record (excluding Guam) or the hiring hall from which he is registered (seaman's choice).

Mariners with either A or B seniority may extend their contractual tour of duty when mutu-

ally agreed between the union and the company.

Minimum time off for all ratings shall change from 30 days to 45 days.

Shipping registration cards' period of validity for mariners accepting the balance of a relief assignment (if less than 30 days) shall be extended by the number of days employed.

■ **Holidays.** In order to conform with the rest of the maritime industry and effectively meet the SIU's contractual obligations, Paul Hall's birthday will be replaced by Columbus Day as a contractual holiday.

■ **Work Rules and Miscellaneous.** Based on recommendations from the membership, vessels with automated payroll systems may now pay off at sea. The company is required to notify the union's manpower office each time a vessel will be in a U.S. port after a payoff at sea or when the vessel will be paying off in a U.S. port. (This will not change the servicing of vessels by SIU port representatives.)

The ship's committee's duties shall be expanded to expedite and facilitate the crew's union business.

Maintenance and cure will be increased from the current rate of \$8 per day to \$16 per day.

Reimbursement for launch service will be increased from \$10 to \$25 per round trip, per man carried once every 24 hours.

Reimbursement for loss of clothing will be increased from \$500 to \$1,000.

Each crew member is required to possess a sufficient supply of needed medication for the duration of his shipboard assignment. Obtaining maintenance medica-

tion is the mariner's responsibility.

Seamen shall be required to remain on board until properly relieved, unless given written authorization to depart by the captain.

In order to improve the preparation and serving of food and eliminate waste on all SIU-contracted vessels, the procedures contained in the "Three Man Steward Department Guide" shall be used for guidance. A committee of recertified stewards will review and update the guide.

In ports that are located fairly close to one another, such as (but not limited to) New York to Philadelphia, Seattle to Longview, Jacksonville to Charleston, or New Orleans to Baton Rouge (in either direction), bus or rail transportation may be used as mutually agreed to by the union and the company.

If payment of overtime is delayed by the company beyond 72 hours (exclusive of Saturdays, Sundays or holidays) after signing off articles, additional compensation shall be paid at the rate of \$25.



HORIZON FAIRBANKS



CAPE WASHINGTON

Other Contract News

■ The union has negotiated a three-year agreement with Great Lakes Dredge & Dock and also has secured tentative three-year contracts with (respectively) Transoceanic Cable Ship Company, Sealift Inc. and Osprey Ship Management.

Each of the contracts calls for annual wage increases while maintaining health care coverage at the Core Plus level. Each of the agreements also maintains pension benefits.

Without exception, health care costs dominated the negotiations for each contract.

■ Seafarers last month ratified the new Great Lakes standard freightship agreement. The five-year contract calls for wage increases in each year of the pact; maintains health benefits at the Core Plus level; and boosts vacation pay by 78 percent.

The new Great Lakes agreement also replaces the extended-season bonus with a safety bonus—effective July 1, 2006, an amount equivalent to 2 percent of base wages will be contributed to the Seafarers Vacation Plan for employees who complete their assigned tours of duty free of illness or injury.

Additionally, signatory employers have agreed to provide satellite service and receivers for each billet. They will supply the same monetary contribution as provided to officers for satellite service.

■ Negotiations on new agreements continue with the following companies: Waterman Steamship, Liberty Maritime, and Interocean American Shipping.



USNS FISHER and USNS PILILAAU



GALENA BAY



LIBERTY STAR



OVERSEAS NEW ORLEANS



USNS WRIGHT

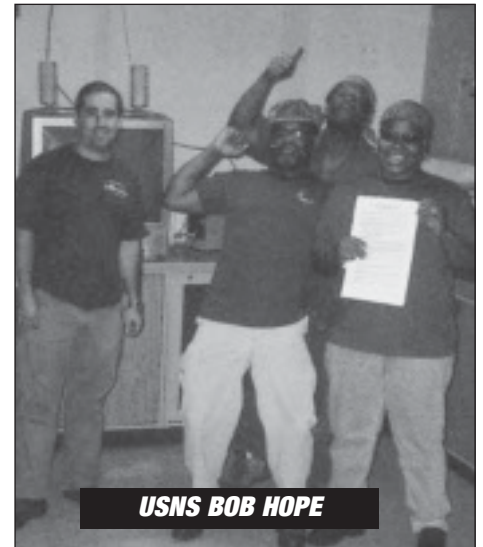
Seafarers Approve Standard Contracts



GLOBAL SENTINEL



TACOMA HALL



USNS BOB HOPE



PHILADELPHIA EXPRESS



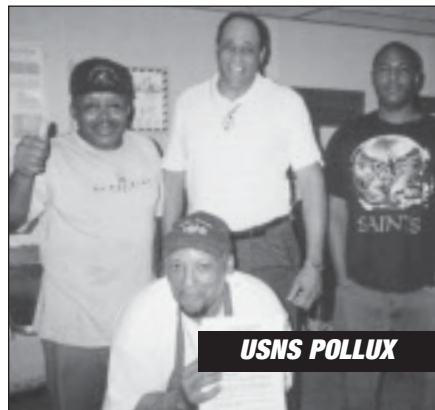
SEABULK ARCTIC



USNS SEAY



USNS BENAVIDEZ



USNS POLLUX



MAERSK NEBRASKA



SL COMMITMENT



COAST RANGE



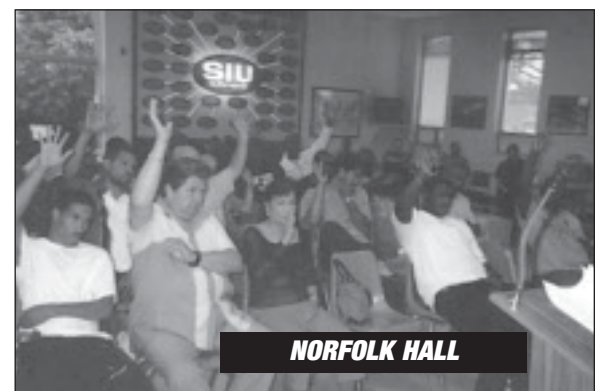
ITB PHILADELPHIA



USNS INTEGRITY



USNS BELLATRIX



NORFOLK HALL



PHILADELPHIA HALL



Philadelphia Port Agent Joe Mieluchowski reviews contract details aboard the USNS Shughart.



USNS SHUGHART

Union Provided Solid Foundation, Great Memories

Prominent Broadcaster Ivan Scott Still Treasures Shipboard Experience

He has an Ivy League degree and a resumé that would stand out even in a high-powered city like Washington, D.C.

But for Ivan Scott, nothing tops the education or experience he received as an active SIU member in the 1940s and '50s.

Scott, 76, is the Pentagon and national security correspondent for a group of radio and television stations including major ones in Los Angeles, San Francisco, Chicago, St. Louis and Washington. The job routinely allows him to interact with top-level U.S. military and government officials.

Previously, among other notable posts, he served as a presidential appointee (first as an assistant chief of information for the Navy, then as communications director for the Federal Transit Administration) and a combat correspondent and anchor for ABC, CBS and Mutual.

One might think that Scott's four years at sea would be long

forgotten, but that's not the case. During a recent interview at SIU headquarters in Camp Springs, Md. (located just outside Washington), Scott's genuine affection for the union immediately surfaced. Despite the passage of nearly a half-century, his maritime background remains a big part of his identity.

Reflecting on his time with the SIU, Scott emphatically declares that if given a choice between his four years at sea and his days at Princeton, "It's no contest—I'd choose the sea. You become a man and you get an education. The training was absolutely beyond compare."

His ties with the SIU weren't limited to sailing. Scott helped organize the Cities Service fleet in 1948—one of the most important victories in the union's early history—and he still has a lump on his head from walking the picket lines during the equally key Isthmian campaign from that same era.

After he left the industry for



good in the late 1950s and entered broadcasting, Scott developed a strong friendship with SIU President Paul Hall as well as with *Seafarers LOG* Editor Herb Brand, a trusted assistant to the union president. In 1983, Scott received an honorary SIU book—Book No. 4, he proudly notes.

Scott's recollections of his sailing days are rich in detail. He remembers several close calls at sea, including striking a mine

Former Seafarer Ivan Scott proudly displays his honorary book during a recent visit at SIU headquarters. He also had a full book as an active member beginning in the late 1940s.



that didn't explode. He rattles off the names of vessels and shipmates as if the experiences happened yesterday.

"What I liked about shipboard life was the sense of adventure and the caliber of person I sailed with and for," he notes. "I never had a boring day at sea."

Like others from that period, Scott entered the industry at a very young age—16 in his case, during the last week of 1946.

He first sailed as an OS aboard the tanker *Wahoo Swamp*, a non-union ship. "I was so green I didn't know which was fore and which was aft," he acknowledges.

Thirty minutes after climbing that initial gangway, with others not realizing Scott was a first-tripper, he found himself steering. A series of "90-degree swings" in New York Harbor quickly ended that particular assignment.

Following several more voyages, Scott ended up on a Cities Service vessel while the SIU was trying to organize the fleet. He helped with the campaign (earning a full book) and found a home with the union, even though he would move in and out of the industry for the next decade.

"I was turned loose on the world after World War II when you could get anything you wanted for a pack of cigarettes," Scott says with a wink.

He joined the U.S. Air Force and served from 1948-52, eventually working as an air traffic controller. But he still found time for the SIU, discretely making a coastwise run while otherwise on

base in Lake Charles, La.

He returned to sea for a year after finishing his time with the Air Force and being honorably discharged. He completed high school and then enrolled at Princeton, a prestigious university.

Still, he wasn't done with the sea. Scott sailed on Isthmian's *Steel Advocate* following his freshman year.

After graduating from Princeton in 1959, his military experience helped him secure work as a broadcaster covering the Pentagon, while his labor history proved invaluable when reporting on the trade union movement.

As an up-and-coming reporter with an SIU background, he was befriended by Paul Hall, a towering figure not just within maritime labor but in the entire union arena. "He was almost a father image to me," Scott says. "He was one of the most dynamic leaders I've ever met, and he had a total vision for the future. I was a great admirer of Paul's."

Scott kept an eye on the SIU and the U.S. Merchant Marine in general even as he moved on to other segments of his career. Today, he says the country absolutely must maintain a strong U.S.-flag fleet, pointing to Operations Enduring Freedom and Iraqi Freedom as the latest among an overwhelming number of examples supporting that stance.

"It's vital for a world power," Scott notes. "The Achilles heel of the U.S. military is a lack of adequate sealift, although we're closing the gap somewhat."

SIU Crews Honored for Relief Operations

Seafarers from five SIU-contracted Military Sealift Command (MSC) fleet vessels on June 14 were recognized for the myriad of services they provided people along the Gulf Coast during the immediate aftermath of Hurricanes Katrina and Rita.

The mariners—24 SIU members who served aboard the *USNS Algol*, *USNS Altair*, *USNS Bellatrix*, *USNS Pililaau* and *USNS Pollux*, respectively, when the two storms struck—each were awarded the U.S. Merchant Marine Medal for Outstanding Achievement. They received their awards during an MSC-sponsored and AMSEA-coordinated hurricane relief ceremony aboard the *USNS Brittin* in Violet, La.

Rear Adm. Hugo G. Blackwood, MSC vice commander, delivered the keynote address and presented the medals to the mariners. Assisting the admiral in the medal presentations were John Henry, MSC Sealift Program manager, and *USNS Brittin* Master Capt. Robert Groom. New Orleans Port Agent Chris Westbrook represented the SIU.

"When hurricanes Katrina and Rita devastated the Gulf Coast in 2005, MSC ships manned by the merchant mariners in attendance here today again responded to the call to service," Groom said. "This time it was not the call of conflict but a call of crisis and need. And once again, American Merchant Mariners answered that call and helped the people of New Orleans and other Gulf Coast cities and towns."

Those receiving medals and their respective vessels were:

- *USNS Algol*: Bosun **Walter L. Loveless**, FOWT **Terrance C. Ford**, Wiper **Noe Orellana** and SA **Yolanda E. Martinez**;



Those receiving medals from aboard the *USNS Algol* included Bosun Walter Loveless, Wiper Noe Orellana, SA Yolanda Martinez, Chief Engineer Robert Cheramie, Second Assistant Engineer George Ahten, Wiper/OMU Terrence Ford and First Assistant Engineer Alex Zarganas.

- *USNS Altair*: Bosun **Morris E. Foster**, AB **Jonathan E. Brown**, OS **Leroyal Hester**, Wiper **Ralph E. Derocha**, Wiper **Marco T. Oliva**, SB **Darrell C. Weatherspoon** and SA **Jouan J. Jackson**;
- *USNS Bellatrix*: Bosun **Wayne Venison**, AB **Stanley Williams**, AB **Austin Howard**, OS **David H. Perry**, Wiper **Frank Casby**, Wiper **Earl C. Kendrick** and Storekeeper **Charlotte A. Tuggle**;
- *USNS Pililaau*: AB **Damon M. Johnson**; and
- *USNS Pollux*: Bosun **Wilfredo C. Rice**, AB **Robinson M. Crusoe**, OS **Mark A. Fleming**, SB **Mariano M. Martinez** and SA **Armando S. Evangelista**.



Among the medal recipients from the *USNS Altair* were Bosun Morris Foster, AB Jonathan Brown, OS Leroyal Hester, Wiper Marco Oliva, SB Darrell Weatherspoon, SA Jouan Jackson, Chief Mate Laurence Ledwon, Chief Engineer Thomas Ostarly, 1st Assistant Engineer James Mahar, and 2nd Assistant Engineer Michelle McCoy. Not pictured are Capt. Paul Breslin and Wiper Ralph Deroch.



USNS Bellatrix medal recipients included Wiper Frank Casby, AB Stanley Williams, Wiper Earl Kendrick, AB Austin Howard and Third Assistant Engineer David Schutte.



As a Pentagon correspondent, Scott frequently meets with top U.S. officials. He says he let Defense Secretary Donald Rumsfeld win this friendly arm-wrestling match, but the *LOG* is investigating that claim's veracity.

Industry 'Pioneer' Bill Saul Dies at 80

William Repass Saul, retired official with the SIU-affiliated Paul Hall Center for Maritime Training and Education, died July 15 in Leonardtown, Md. He was 80.

Saul was a former assistant to the vice president at the Paul Hall Center, working in that post from 1993 to 1997. He also had served for many years as a waterways advisor and union confidante. Previously, he was well-known as a top official at Steuart Petroleum.

"Bill was an absolute pioneer in our industry," said Don Nolan, vice president of the Paul Hall Center in Piney Point, Md. "He had a wealth of knowledge in many areas—especially the maritime industry—and he always was willing to share it with you.

He was a very kind and gentle person, someone who it was a pleasure to know and work with. He will be missed."

"Bill was a hands-on executive, at home in coveralls and jeans as well as designer suits," said Paul Hall Center Instructor Mitch Oakley. "He was as keen in the shipyard as he was in the boardroom.

"Consummate businessman, world class entertainer, and always a gentleman, his fatal flaw was his huge heart," Oakley continued. "I am so thankful to have had the opportunity to love and learn from Bill Saul. Thank you, Bill, for always having a glass half full—your sharing spirit will continue to inspire those of us you touched."

"I met Bill Saul back in the

'70s when I first went to Piney Point," said Jerry DiPreta, retired Pall Hall Center comptroller. "He was a great man and a true gentleman, someone I was proud to know.

"He was very knowledgeable about the maritime industry, particularly about the inland waters and inland vessels," DiPreta continued. "Bill always treated people with respect, and it was a real pleasure to call him my friend. He will be greatly missed."

"I worked with Bill for about 10 years at the school," shared Capt. Jack Russell, a part-time instructor at the Paul Hall Center. "We ran the *Osprey* (one of the school's training vessels) together and trained a number of unlicensed apprentices and upgraders on how to operate a ship.

"He was a mentor of mine because I learned so much from him," Russell continued. "Bill also was a father figure to me, because I lost my father a long time ago. We shared a good many father-son things over the years, and he always provided me with sound advice. I'll always remember him as the wonderful, kind, caring person that he was."

Born in Buckingham County, Va., Saul attended Pennsylvania Maritime Academy and held a bachelor's degree in marine engineering. He served in the U.S. Navy from 1944 until 1947.

Saul is survived by his wife, Patricia; two daughters, Susan Mathews of Beaufort, S.C., and Johanna A. Saul of Compton, Md.; one son, John T. Saul of Prince Frederick, Md.; three grandchildren and one great grandchild.

Funeral services were conducted July 22 at the Patuxent Presbyterian Church in California, Md. with the Reverend Mike Jones officiating. Saul's



The late Bill Saul is shown in one of his favorite places: at the helm of the *Osprey*.

remains were interred in Chestnut Grove Baptist Church Cemetery in Appomattox, Va.

The family asks that those wishing to make memorial contributions consider the St. Mary's Nursing Center, 21585 Peabody Street, Leonardtown, MD 20650.

Snapshots from Southern California

SIU Wilmington Port Agent John Cox recently mailed these photos of various happenings in Los Angeles, Long Beach, and San Pedro, Calif.



SIU President Michael Sacco (left) addresses a National Maritime Day audience of approximately 300 people in San Pedro on May 22. Sacco was the keynote speaker at a luncheon sponsored by the American Merchant Marine Veterans Memorial Committee (AMMVC). Earlier that day, John Pitts, president of the AMMVC, speaks at a separate National Maritime Day ceremony in San Pedro. Cox and other SIU representatives attended both gatherings.



Following a ribbon-cutting ceremony April 12 at the U.S. Coast Guard's new regional exam center (left) in Long Beach, Cox (center) poses for a photo with (from left) incoming Captain of the Port of Los Angeles/Long Beach Paul Wiedenhoef and outgoing Captain of the Port Peter Neffenger. The new REC is located at 501 West Ocean Blvd.

The SIU-contracted *Pride of Hawaii* arrives at Berth 93 in Los Angeles on May 21, one day after its christening at another location within the port.



Notice

The union was scheduled to open its new hall in Oakland, Calif. in late July, as this edition was going to press. Contact information for the new hall is as follows:

1121 7th Street
Oakland, CA 94607
Phone: (510) 444-2360, Fax: (510) 444-5587

Apprentice Earns GED



Unlicensed Apprentice Ceresa Moreno (pictured with SIU officials) recently earned her GED through the Seafarers-affiliated Paul Hall Center for Maritime Training and Education. Moreno received the certificate at the July membership meeting in Piney Point, Md., where she was congratulated by (from left) SIU VP Atlantic Coast Joseph Soresi, Executive VP Augie Tellez and VP Contracts George Tricker.

**ATTENTION SEAFARERS:
Help SPAD Help You—Contribute to SPAD**



Snapshots from . . . *Jacksonville*



IN THE JACKSONVILLE HALL

Above: Abdul Azeem Bin-laden, Garry Matthews and Jackie Jones are sworn in by SIU Vice President Gulf Coast Dean Corgey as Seafarers attending the union meeting in Jacksonville (right) look on.



TUG BOAT SEA HORSE

From the left are SIU Jacksonville Port Agent Archie Ware and crew members aboard the Crowley tug *Sea Horse*: Norman Skipper, Travis McGee and Isaac Coldwell.

HORIZON HAWAII



AB Antonio Mercado (above) and AB Patrick Lavin (left) prepare for a lifeboat drill aboard the *Horizon Hawaii*.



AB Raymond Fernandez stands gangway watch.



From the left: Chief Cook Juan Vallejo Hernandez, SA Jorge Mora and Recertified Steward Joseph Gallo make up the galley gang on the *Horizon Hawaii*.

HORIZON DISCOVERY



Left: Third Engineer Michael McClinton and EU Mike Devonish take on bunker fuel aboard the *Horizon Discovery*. McClinton, a former SIU member, now sails as a licensed seaman with MEBA.



AB Douglas Hodges prepares the gangway for Seafarers to go ashore in Jacksonville.



Chief Cook Tracey Newsome (left) and Recertified Steward Joseph Laureta (right) prepare lunch on board the *Horizon Discovery*.



TUG BOAT ENSING



Chief Mate David Massay and Second Mate Jose Marrero work on the Crowley tug boat *Ensing*.



The *Horizon Discovery* docks in the port of Jacksonville.

Seafarers to Vote on Constitutional Amendments

Balloting Begins Sept. 1

Voting starts Sept. 1, 2006 for the purpose of amending the constitution of the Seafarers International Union/AGLIWD/NMU. SIU members will be able to cast secret ballots at union halls or by mail through Oct. 31, 2006.

A constitutional committee was elected at the June 5, 2006 membership meeting in Piney Point, Md., in accordance with Article XXV, Section 2 of the constitution. The members of that committee studied proposed amendments to the constitution that had been submitted by the executive board, and the committee recommended that the changes be approved and brought to a vote by the membership. The full text of their report is on page 14.

Some of the proposed changes include a modification of the types of mail services that may be utilized for union election cycles (reflecting the increased use of overnight mail and similar services and the decline of telegrams); creation of a "retiree members" class, retroactive to Jan. 1, 2006; elimination of the position of vice-president at large from the list of elected officers (to take place after the positions are vacated by current officeholders); and a change in the port address of the San Francisco hall.

Seafarers eligible to take part in this vote are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the proposed changes to the constitution as determined by the committee. A sample copy of the ballot appears on pages 12 and 13.

20 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage-paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full-book members in good standing at 20 union halls around the country. (See list of voting locations on this page.)

■ From Sept. 1 through Oct. 31,

2006, eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at the halls between 9:00 a.m. until 12:00 noon, Monday through Saturday, excluding any holidays recognized in the port.

- Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. The member will be asked to sign a roster sheet indicating the date, the number of the ballot given, and his or her book number.
- When the Seafarer receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.
- If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will be stamped with the words "Voted Challenge" and the date.
- Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot and puts it in the envelope marked "Ballot." This envelope is sealed by the member and placed in the mailing envelope and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

Absentee Ballots

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures.

- Full-book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters—5201 Auth Way, Camp Springs, MD 20746.
- Include in the request the correct address where the absentee ballot should be mailed.
- Send the request for an absentee ballot by registered or certified mail.
- Requests for absentee ballots



Elected at the Piney Point membership meeting on June 5, the constitutional committee thoroughly reviewed the proposed constitutional amendments. From the left are Christopher Nardone, Thommie Hampton, SIU Secretary-Treasurer David Heindel, David Martz (chairman), William Henderson, Dulip Sookhram (alternate), Charles Curley (alternate), Jose Guzman, George Mazzola and SIU Assistant VP Ambrose Cucinotta.

must be postmarked no later than 12:00 p.m. Friday, Sept. 15 and delivered no later than Monday, Sept. 25.

- The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Sept. 30.
- Upon receiving the ballot and envelopes, vote by marking the ballot. After voting, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
- Place the envelope marked "Ballot" in the mailing envelope, which is imprinted with the mailing address of the bank depository where all ballots are sent.
- Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
- The mailing envelope must be received by the depository no later than Nov. 5 and must be postmarked no later than 12 midnight on Oct. 31.

Tallying the Votes

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

All ballots will be counted by the rank-and-file tallying committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected at the Nov. 6 membership meeting in Piney Point.

The tallying committee report will be submitted to the secretary-treasurer and mailed to each port no later than Nov. 30 and then will be submitted for ratification by the membership at the regular December membership meetings.

20 Voting Locations

Voting will be conducted by secret mail ballot. Ballots may be obtained at the following locations from 9 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Sept. 1, 2006 and shall continue through Oct. 31, 2006.

ALGONAC	520 St. Clair River Dr. Algonac, MI 48001
BALTIMORE	2315 Essex St. Baltimore, MD 21224
BOSTON	Marine Industrial Park/EDIC, 27 Drydock Ave., Boston, MA 02210
FT. LAUDERDALE	1221 South Andrews Ave. Ft. Lauderdale, FL 33316
GUAM	Cliffline Office Ctr., Suite 101B, Bldg. B 422 West O'Brien Dr. Hagatna, Guam 96931
HONOLULU	606 Kalihi St. Honolulu, HI 96819
HOUSTON	1221 Pierce St. Houston, TX 77002
JACKSONVILLE	3315 Liberty St. Jacksonville, FL 32206
JOLIET	10 East Clinton St. Joliet, IL 60432
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd. Harvey, LA 70058
NEW YORK	635 Fourth Ave. Brooklyn, NY 11232
NORFOLK	115 Third St. Norfolk, VA 23510
OAKLAND	1121 7 th St. Oakland, CA 94607
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave. Santurce, PR 00907
ST. LOUIS/ALTON	4581 Gravois Ave. St. Louis, MO 63116
TACOMA	3411 South Union St. Tacoma, WA 98409
WILMINGTON	510 North Broad Ave. Wilmington, CA 90744



The constitutional committee, which met at SIU headquarters, submitted their recommendations in a report dated June 7, 2006.

Seafarers to Vote on Constitutional Amendments

BALLOT NOTICE OF PROPOSED CONSTITUTIONAL AMENDMENTS

SEE REVERSE SIDE FOR VOTING LOCATIONS AND ADDITIONAL PROPOSED CONSTITUTIONAL REVISIONS

No. 00000

FOR PROPOSED CONSTITUTIONAL AMENDMENTS
VOTING PERIOD SEPTEMBER 1, 2006 THROUGH OCTOBER 31, 2006

OFFICIAL BALLOT For Constitutional Amendments

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

VOTING PERIOD SEPTEMBER 1, 2006 THROUGH OCTOBER 31, 2006

INSTRUCTIONS TO VOTERS—In order to vote, mark a cross (X) in YES or NO box below the Proposition. If you mark more than one box for a proposition than specified herein, your vote for such proposition will be invalid.

MARK YOUR BALLOT WITH INK OR INDELIBLE PENCIL



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

WHEREAS, among their discussions and deliberations was the subject of proposed revisions in the Union's Constitution which would enable the Union to function more efficiently and to continue to fulfill its obligations to the membership; and
WHEREAS, a Constitutional Committee was elected on June 5, 2006, in accordance with Article XXV, Section 2 of our Constitution. They studied the proposed Constitutional Amendments Resolutions and unanimously concurred on all proposed constitutional revisions; and
WHEREAS, the report of the Constitutional Committee was approved by the membership at the regular membership meetings in July 2006.
NOW, THEREFORE, IT IS RESOLVED

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

PROPOSITION #1

Are you in favor of amending Article III, Membership, Section 1 as follows:

Change the first sentence to read:

"There shall be (3) classes of membership: full book members, probationary members and retiree members."

And add the following at the end of this section:

"Retiree members shall receive the Union's monthly newspaper and will be kept abreast of Union activities, especially those relating to efforts in the legislative and political arenas with potential impact upon retirees. In addition, retiree members may participate in Union social events and grass root activities."

YES NO

PROPOSITION #2

Are you in favor of amending Article III, Membership, Section 3 to read as follows:

"Members more than one (1) quarter in arrears in dues can be suspended and, if so suspended, shall forfeit all benefits and all other rights and privileges in the Union. They can be dismissed if they are more than two (2) quarters in arrears in dues."

YES NO

PROPOSITION #3

Are you in favor of amending Article V, Dues and Initiation Fee, Section 1(a) to read as follows:

"Dues annually in the sum of five hundred dollars (\$500.00) which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;"

YES NO

PROPOSITION #4

Are you in favor of amending Article V, Dues and Initiation Fee, Section 2 as follows:

Change the first sentence of paragraph one to read:

"No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of one thousand dollars (\$1,000.00), except as otherwise provided in this Constitution."

And change the first sentence of paragraph two to read:

"Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of two hundred and fifty dollars (\$250.00) as partial initiation fee."

YES NO

PROPOSITION #5

Are you in favor of amending Article V, Dues and Initiation Fee as follows:

Add Section 5 to read:

"Notwithstanding the above, the annual dues amount for retiree members shall be five dollars (\$5.00)."

YES NO

PROPOSITION #6

Are you in favor of amending Article VII, Systems Organization, Section 2 by deleting "and two (2) Vice-Presidents at Large."

Are you in favor of amending Article VIII, Officers, Assistant Vice-Presidents and Port Agents, Section 1 by deleting "and two (2) Vice-Presidents at Large."

Are you in favor of amending Article X, Duties of Officers, Assistant Vice-Presidents, Port Agents, Other Elected Jobholders and Miscellaneous Personnel by deleting "Section 10. Vice-Presidents at Large." in its entirety; by renumbering Sections 11 through 16 accordingly; and by deleting all references to the Vice-Presidents at Large positions in "Section 14. Executive Board." and Section 15. Delegates."

YES NO

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006



OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

See Reverse Side for
Voting Locations
and
Additional Proposed Constitutional Revisions

OFFICIAL BALLOT 2006



OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

Seafarers to Vote on Constitutional Amendments

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006



OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006



OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

OFFICIAL BALLOT 2006

BALLOT NOTICE OF PROPOSED CONSTITUTIONAL AMENDMENTS

Voting will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 A.M. to 12 Noon, Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on September 1, 2006 and shall continue through October 31, 2006.

VOTING LOCATIONS

ALGONAC	520 St. Clair River Drive, Algonac, MI 48001	NEW ORLEANS	3911 LaPalco Blvd., Harvey, LA 70058
BALTIMORE	2315 Essex Street, Baltimore, MD 21224	NEW YORK	635 Fourth Avenue, Brooklyn, NY 11232
BOSTON	27 Drydock Ave., Boston, MA 02210	NORFOLK	115 Third Street, Norfolk, VA 23510
FT. LAUDERDALE	1221 South Andrews Avenue, Ft. Lauderdale, FL 33316	PHILADELPHIA	2604 South Fourth Street, Philadelphia, PA 19148
GUAM	Suite 101B, Cliffline Office Center, Bldg. B 422 West O'Brien Drive, Hagatna, Guam 96910	PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
HONOLULU	606 Kalihi Street, Honolulu, HI 96819	PUERTO RICO	1057 Fernandez Juncos Avenue, Santurce, PR 00907
HOUSTON	1221 Pierce Street, Houston, TX 77002	OAKLAND	1121 Seventh Street, Oakland, CA 94607
JACKSONVILLE	3315 Liberty Street, Jacksonville, FL 32206	ST. LOUIS	4581 Gravois Avenue, St. Louis, MO 63116
JOLIET	10 East Clinton, Joliet, IL 60432	TACOMA	3411 South Union Street, Tacoma, WA 98409
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605	WILMINGTON	510 North Broad Avenue, Wilmington, CA 90744

PROPOSITION #7

Are you in favor of amending Article XI, Wages and Terms of Office of Officers and Other Elective Jobholders, Union Employees, and Others, Section 3 to read as follows: "All elected individuals shall receive automatic wage increases in the same percentage amount and at the same time that the Union's membership receives increases through the standard tanker and freight ship agreements."

YES NO

PROPOSITION #8

Are you in favor of amending Article XIII, Elections for Officers, Assistant Vice-Presidents and Port Agents as follows:

Change the first sentence of Section 2(c) paragraph one to read:

"When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of the Article."

Change the last sentence of Section 2(c) paragraph one to read:

"In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification."

Change the sixth sentence of Section 3(e) to read:

"The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a 'Ballot', after removing the perforated numbered stub, together with the hereinbefore mentioned 'Ballot' envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words 'Absentee Ballot' and appropriate voting instructions shall accompany such mailing to the member."

YES NO

PROPOSITION #9

Are you in favor of amending Article XXIII, Meetings, Section 1 as follows:

Change the second sentence of paragraph two to read:

"During the next week, meetings shall be held on Monday – at Houston; on Tuesday – at New Orleans; on Wednesday – at Mobile; on Thursday – at San Francisco area; and on Friday – at St. Louis."

YES NO

PROPOSITION #10

Are you in favor of amending Article XXIV, Definitions and Miscellaneous Provisions Relating Thereto, Section 8 to read as follows:

"The terms 'this Constitution' and 'this amended Constitution' shall be deemed to have the same meaning and shall refer to the most recent version of the Constitution."

YES NO

PROPOSITION #11

Are you in favor of amending Article XXIV, Definitions and Miscellaneous Provisions Relating Thereto, Section 13 to read as follows:

"The term 'seaside' shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative."

YES NO

These amendments, if approved, shall become effective upon the date of certification of the Union Tallying Committee, unless otherwise specified.

Seafarers to Vote on Constitutional Amendments

REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at the Headquarters membership meeting, on June 5, 2006, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolutions submitted by our Executive Board.

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

Upon a thorough review of the Resolutions, your Committee recommends the Constitution be amended as indicated below. It should be noted that, where feasible, the language of the Constitution is presented with the proposed language changes underlined.

A. Amend Article III, Membership, Section 1 and Section 3 to read as follows:

Section 1. There shall be three (3) classes of membership: full book members, probationary book members and retiree members. Candidates for membership shall be admitted to membership in accordance with such rules as may be adopted from time to time by a majority vote of the membership and which rules shall not be inconsistent with the provisions of this Constitution. All candidates with two hundred and sixty (260) days or more seetime in a consecutive twenty-four (24) calendar month period commencing from January 1, 1968, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, shall be eligible for full membership. All persons with less than the foregoing seetime but at least thirty (30) days of such seetime, shall be eligible for probationary membership. Only full book members shall be entitled to vote and to hold any office or elective job, except as otherwise specified herein. All probationary members shall have a voice in Union proceedings and shall be entitled to vote on Union contracts. Retiree members shall receive the Union's monthly newspaper and will be kept abreast of Union activities, especially those relating to efforts in the legislative and political arenas with potential impact upon retirees. In addition, retiree members may participate in Union social events and grass root activities.

Section 3. Members more than one (1) quarter in arrears in dues can be suspended and, if so suspended, shall forfeit all benefits and all other rights and privileges in the Union. They can be dismissed if they are more than two (2) quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run."

B. Amend Article V, Dues and Initiation Fee, Section 1 (a), Section 2 and add Section 5 to read as follows:

Section 1. All members' dues shall consist of:

(a) Dues annually in the sum of five hundred dollars (\$500.00) which shall be paid in equal amounts on a calendar year basis, no later than the first business day of each calendar quarter, and;

Section 2. No candidate for full book membership shall be admitted into such membership without having paid an initiation fee of one thousand dollars (\$1,000.00), except as otherwise provided in this Constitution. In addition, the candidate shall pay a ten dollar (\$10.00) "service fee" for the issuance of his full book.

Each candidate for probationary membership and each probationary member shall, with the payment of each of his first quarterly dues, as required by Section 1, pay at each such time the sum of two hundred and fifty dollars (\$250.00) as partial initiation fee. The total of such initiation monies so paid shall be credited to his above required initiation fee for a full book member upon completion of the required seetime as provided for in Article III, Section 1."

Section 5. Notwithstanding the above, the annual dues amount for retiree members shall be five dollars (\$5.00).

C. Amend Article VII, Systems of Organization, Section 2 by deleting "and two (2) Vice-Presidents at Large."

D. Amend Article VIII, Officers, Assistant Vice-Presidents and Port Agents, Section 1 by deleting "and two (2) Vice-Presidents at Large."

E. Amend Article X, Duties of Officers, Assistant Vice-Presidents, Port Agents, Other Elected Jobholders and Miscellaneous Personnel as follows:

1. Delete "**Section 10. Vice-Presidents at Large**" in its entirety.
2. Renumber Sections 11 through 16 accordingly.
3. Delete all references to the Vice Presidents at Large positions in "**Section 14. Executive Board**" and "**Section 15. Delegates.**"

F. Amend Article XI, Wages and Terms of Office of Officers and Other Elective Jobholders, Union Employees, and Others, Section 3 to read as follows:

Section 3. All elected individuals shall receive automatic wage increases in the same percentage amount and at the same time that the Union's membership receives increases through the standard tanker and freight ship agreements.

With regard to this amendment, the Committee recommends that, should the intent or application of this particular section become unclear, the Union's Executive Board should be authorized to resolve any issues which may arise.

G. Amend Article XIII, Elections for Officers, Assistant Vice-Presidents and Port Agents, Section 2 (c) and Section 3 (e) to read as follows:

Section 2. Credentials.
(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram, overnight mail, air mail, special delivery, or an equivalent mail service at the address listed by him pursuant to Section 1 of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two (2) days after the day on which the telegram, overnight mail, air mail, special delivery or an equivalent mail service is sent to correct his application or argue for his qualification."

Section 3. Balloting Procedures.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be

secured during the time and period provided for in Section 3 (a) of this Article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 p.m. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30th of such November, send by registered mail, return receipt requested or an equivalent mail service, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent."

H. Amend Article XXIII, Meetings, Section 1 to read as follows:

Section 1. Regular meetings shall be held monthly only in the following constitutional Ports at the following times: During the week following the first Sunday of every month a meeting shall be held on Monday—at Piney Point; on Tuesday—at New York; on Wednesday—at Philadelphia; on Thursday—at Baltimore; and on Friday—at Detroit-Algonac. During the next week, meetings shall be held on Monday—at Houston; on Tuesday—at New Orleans; on Wednesday—at Mobile; on Thursday—at San Francisco area; and on Friday—at St. Louis. All regular membership meetings shall commence at 10:30 a.m. local time. Where a meeting day falls on a Holiday officially designated as such by the authorities of the state or municipality in which a Port is located, the Port meeting shall take place on the following business day. Saturday and Sunday shall not be deemed business days."

I. Amend Article XXIV, Definitions and Miscellaneous Provisions Relating Thereto, Section 8 and Section 13 to

read as follows:

Section 8. The terms 'this Constitution' and 'this amended Constitution' shall be deemed to have the same meaning and shall refer to the most recent version of the Constitution."

Section 13. The term 'seetime' shall include employment upon any navigable waters, days of employment in a contracted employer unit represented by the Union or time spent in the employ of the Union or one of the Union's direct affiliates as an elected or appointed representative."

The Committee recommends that the amendments, if voted upon affirmatively in accordance with the following voting procedures, become effective upon their passage. It should be noted that the amendments regarding the dues and initiation increases will be effective January 1, 2007 and the amendments creating a "retiree members" class will be retroactive to January 1, 2006. In addition, the amendments regarding the removal of the two (2) Vice-Presidents at Large from the list of elected officers will not take place until such positions are vacated by the current officeholders.

In addition, your Committee concurs with the Resolution that upon membership acceptance of our report and recommendations, a referendum vote by secret ballot be held as constitutionally required. We recommend that the voting follow the applicable procedures as set forth in Article XIII, Section 3 of the Constitution. We further recommend that the referendum period commence September 1, 2006 and end October 31, 2006. As such, the following dates and deadlines should be established:

1. Absentee ballot requests shall be postmarked no later than 12:00 p.m. on September 15, 2006 and must be delivered to the Secretary-Treasurer's office no later than September 25, 2006.
2. The Secretary-Treasurer shall mail absentee ballots via registered mail, return receipt requested to any eligible members by September 30, 2006.
3. All ballots to be counted must be received by the depository no later than November 5, 2006 and must be postmarked no later than 12:00 midnight on October 31, 2006.
4. The Union Tallying Committee shall be elected at the Piney Point regular membership meeting on November 6, 2006.
5. The Union Tallying Committee Report shall be submitted to the Secretary-Treasurer and mailed to each Port no later than November 30, 2006 and shall be submitted for ratification by the membership at the regular December membership meetings.

The Committee further recommends, if it is reasonably possible, that a copy of our Committee's Report, together with a copy of the proposed Resolutions and membership action taken to date, be printed in the *Seafarers LOG*, August 2006 issue so that the membership will be kept abreast as to all facts at this time and copies of such *LOG* issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of September and October 2006.

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

Faternally submitted,
David Martz, M-2433, chairman
Jose Guzman, G-1461
Thommie Hampton, H-6074
William Henderson, H-1818
George Mazzola, M-2288
Christopher Nardone, N-5218

Date: June 7, 2006

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2006

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	4	2	0	2	1	1	3	5	3
Anchorage	0	3	2	0	5	2	1	0	9	3
Baltimore	8	9	1	2	5	1	3	14	9	2
Fort Lauderdale	12	12	4	5	14	3	9	22	28	6
Guam	3	5	2	1	6	5	0	5	10	1
Honolulu	10	2	1	7	5	0	3	19	2	2
Houston	47	32	14	27	16	8	20	80	55	28
Jacksonville	33	15	8	24	14	5	11	63	32	15
Joliet	1	1	0	1	1	0	0	1	2	1
Mobile	14	4	0	12	7	0	12	20	15	2
New Orleans	13	15	2	6	10	3	4	23	20	7
New York	34	17	6	23	13	2	12	79	37	23
Norfolk	7	17	10	8	6	11	9	26	36	6
Philadelphia	2	5	1	2	3	0	4	7	8	2
Piney Point	0	20	0	0	12	0	1	0	15	1
Puerto Rico	7	5	2	7	9	2	6	14	8	4
San Francisco	14	12	2	13	8	0	9	37	19	5
St. Louis	1	7	0	1	4	0	1	2	12	0
Tacoma	49	33	8	30	28	2	23	64	54	15
Wilmington	27	21	8	19	14	1	15	53	34	21
Totals	283	239	73	188	182	46	144	532	410	147
ENGINE DEPARTMENT										
Algonac	0	2	1	0	1	0	0	0	2	1
Anchorage	0	4	4	0	4	4	0	0	2	0
Baltimore	5	3	2	3	0	0	1	7	8	3
Fort Lauderdale	5	3	3	4	4	1	3	10	9	6
Guam	0	0	0	1	1	0	0	1	3	1
Honolulu	3	3	1	3	3	0	0	10	6	5
Houston	11	10	10	9	3	4	5	29	22	13
Jacksonville	16	18	6	16	8	2	9	29	33	11
Joliet	0	1	1	0	0	0	0	0	3	1
Mobile	8	4	3	2	1	1	0	16	12	2
New Orleans	7	3	3	4	2	2	2	18	9	1
New York	21	1	8	5	8	1	2	40	10	15
Norfolk	8	14	6	11	14	5	6	12	25	8
Philadelphia	2	4	0	1	2	0	0	3	4	2
Piney Point	3	1	0	3	0	2	0	3	4	0
Puerto Rico	5	4	1	1	4	1	2	5	6	1
San Francisco	4	6	1	5	9	0	6	15	7	3
St. Louis	1	3	2	0	4	0	0	1	5	2
Tacoma	15	16	2	10	15	1	8	21	22	8
Wilmington	5	10	7	8	5	4	3	18	15	10
Totals	119	110	61	86	88	28	47	238	207	93
STEWARD DEPARTMENT										
Algonac	2	0	0	0	0	0	0	3	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	0	1	3	1	0	1	5	2	2
Fort Lauderdale	5	5	0	6	3	1	4	6	6	2
Guam	1	3	0	0	1	0	0	2	6	0
Honolulu	8	11	2	10	4	1	1	16	11	1
Houston	28	6	6	14	4	2	10	46	12	6
Jacksonville	23	6	1	9	4	0	5	35	11	4
Joliet	0	0	1	0	0	0	0	1	0	1
Mobile	5	3	1	1	2	2	0	11	4	2
New Orleans	2	6	2	2	4	2	0	8	6	2
New York	24	6	2	13	4	0	11	43	9	6
Norfolk	12	12	6	10	14	5	9	15	16	5
Philadelphia	3	1	0	0	3	1	1	4	1	0
Piney Point	1	2	0	3	1	0	1	5	2	1
Puerto Rico	0	0	0	2	2	1	3	3	0	0
San Francisco	17	5	0	14	2	0	8	35	5	1
St. Louis	1	0	1	1	0	0	0	2	0	2
Tacoma	13	8	2	8	3	2	9	28	12	3
Wilmington	18	8	4	17	4	0	5	41	13	7
Totals	167	82	29	113	56	17	68	309	116	45
ENTRY DEPARTMENT										
Algonac	0	1	4	0	0	0	0	1	1	10
Anchorage	0	4	4	0	0	1	0	0	5	7
Baltimore	0	4	2	0	1	1	0	0	4	5
Fort Lauderdale	0	5	11	0	3	2	0	0	8	15
Guam	0	2	0	0	1	0	0	0	2	2
Honolulu	2	4	5	1	9	3	0	7	7	9
Houston	2	13	12	3	11	7	0	7	28	25
Jacksonville	2	13	14	3	11	5	0	3	26	34
Joliet	0	0	1	0	0	1	0	0	1	1
Mobile	0	4	2	1	4	0	0	1	7	2
New Orleans	1	3	4	2	2	4	0	2	7	6
New York	5	28	16	1	13	4	0	11	76	38
Norfolk	0	6	12	0	7	9	0	1	16	27
Philadelphia	0	2	1	0	0	1	0	0	2	1
Piney Point	0	18	21	0	13	27	0	0	19	5
Puerto Rico	0	2	0	1	3	0	0	0	4	0
San Francisco	3	13	11	3	4	6	0	7	19	14
St. Louis	0	1	0	0	1	1	0	0	1	0
Tacoma	4	13	10	3	8	8	0	9	27	20
Wilmington	3	11	12	0	8	3	0	4	15	24
Totals	22	147	142	18	99	83	0	53	275	245
Totals All Departments	591	578	305	405	425	174	259	1,132	1,008	530

*"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.

September & October 2006 Membership Meetings

Piney Point	Tuesday: September 5*
	Monday: October 2
	(*change created by Labor Day holiday)
Algonac	Friday: September 8, October 6
Baltimore	Thursday: September 7, October 5
Boston	Friday: September 8, October 6
Guam	Thursday: September 21, October 19
Honolulu	Friday: September 15, October 13
Houston	Monday: September 11
	Tuesday: October 10*
	(*change created by Columbus Day holiday)
Jacksonville	Thursday: September 7, October 5
Joliet	Thursday: September 14, October 12
Mobile	Wednesday: September 13, October 11
New Orleans	Tuesday: September 12, October 10
New York	Tuesday: September 5, October 3
Norfolk	Thursday: September 7, October 5
Philadelphia	Wednesday: September 6, October 4
Port Everglades	Thursday: September 14, October 12
San Francisco	Thursday: September 14, October 12
San Juan	Thursday: September 7, October 5
St. Louis	Friday: September 15, October 13
Tacoma	Friday: September 22, October 20
Wilmington	Monday: September 18, October 16

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

Personals

SUZANNE CASTONGUAY

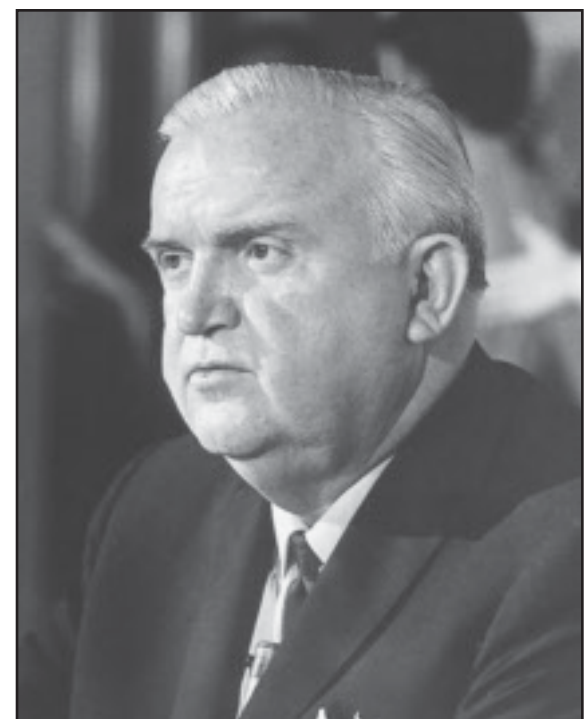
Please get in touch with Tom Christie, who worked with you on the J.N. McWaters. You may e-mail him at gizorp1@hotmail.com.

ERNESTO GUARIN

Please contact your son, Dino Guarin, at (412) 271-2651.

Remembering Paul Hall

August 20, 1914 - June 22, 1980



Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski, *Vice President Lakes and Inland Waters*

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram, *Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

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

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

JUNE 16 — JULY 15, 2006

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups			
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III	
DECK DEPARTMENT											
Boston	0	1	2	0	1	2	0	13	2	2	
Houston	9	2	1	7	2	1	7	28	9	1	
Jacksonville	2	3	2	3	3	1	1	1	2	1	
New Orleans	5	1	1	1	0	1	0	18	8	2	
New York	10	4	2	6	5	2	10	38	25	0	
Norfolk	0	1	1	0	2	1	2	0	0	0	
Tacoma	1	0	1	1	0	1	1	1	0	0	
Wilmington	3	3	0	3	3	0	4	1	0	1	
Totals	30	15	10	21	16	9	25	100	46	7	
ENGINE DEPARTMENT											
Boston	1	1	0	1	1	0	0	6	1	1	
Houston	2	0	0	3	2	0	0	12	4	1	
Jacksonville	1	1	4	1	1	4	1	0	0	1	
New Orleans	2	0	1	0	0	1	0	6	1	2	
New York	2	2	0	2	1	0	1	14	7	0	
Norfolk	0	2	1	0	2	2	2	0	0	1	
Tacoma	0	0	0	0	0	0	0	0	0	0	
Wilmington	0	0	0	1	0	0	0	2	0	0	
Totals	8	6	6	8	7	7	4	40	13	6	
STEWARD DEPARTMENT											
Boston	1	0	0	0	0	0	0	5	1	1	
Houston	2	0	1	2	0	1	1	14	7	0	
Jacksonville	0	1	2	0	2	2	0	1	0	1	
New Orleans	1	0	0	1	0	0	0	4	1	1	
New York	3	4	0	5	3	0	2	12	14	0	
Norfolk	0	0	1	0	0	1	1	1	0	0	
Tacoma	0	0	0	1	0	0	0	0	0	0	
Wilmington	0	0	2	0	0	2	0	0	1	0	
Totals	7	5	6	9	5	6	4	37	24	3	
Totals All	45	26	22	38	28	22	33	177	83	16	

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Pensioner **Ted Vargas** of Princeton, W. Va.

It was taken at sea in March 1949 during one of the many trips he made to Cruz Grande, Chile aboard the *SS Steelore*.

He doesn't remember the complete names of the other men in the picture with the exception of Hector Duarte, with whom he had sailed on another Ore ship, the *SS Bethore*. Brother Vargas was the 12-4 fireman; Duarte was the 8-12 fireman.

The Ore ships were the bread and butter to many Seafarers in the port of Baltimore during that period, Vargas wrote the *LOG* in a note accompanying the photo, especially during times of slow shipping.

Brother Vargas sailed on three Liberty ships in the '40s and '50s. He presently volunteers as the 12-4 oiler aboard his fourth Liberty ship, the *John W.*

Brown, based in Baltimore. He notes that an interesting book has been published about the *John W. Brown*: "Good Shipmates: The Restoration of the Liberty Ship John W. Brown, volume one: 1942-1994." It was written by Ernest F. Imhoff, one of the vessel's volunteer crew members.



Brother Ted Vargas took this photo of his fellow shipmates aboard the *SS Steelore*. Standing from the left are Smitty, Pierre and Pedro. Kneeling from the left are Sparks, Hector Duarte and Herbert.

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



DEEP SEA



JERRY BANKSTON, 65, joined the union in 1957 in the port of Mobile, Ala. Brother Bankston first worked aboard the *Alcoa Planter* in the deck department. He attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1996 and 2000. Brother Bankston was born in Mississippi. His most recent voyage was on the *Overseas Marilyn*. Brother Bankston continues to live in Mississippi.

SEVERIANO BONAFONT, 63, became an SIU member in 1970 in Puerto Rico. Brother Bonafont first sailed on the *Osprey* as a member of the deck department. The Puerto Rico-born mariner upgraded his seafaring skills on two occasions at the Piney Point school. Prior to his retirement, Brother Bonafont worked aboard the *El Yunque*. He makes his home in Toa Baja, P.R.

ROY CONN, 67, started sailing with the Seafarers in 1992. Brother Conn first went to sea on the *USNS*



Assertive. A native of Louisiana, he shipped in the deck department. Brother Conn enhanced his skills in 2000 at the SIU-affiliated school in Piney Point, Md. His most recent voyage was aboard the *1st Lt. Jack Lummus*. Brother Conn calls Oak Grove, La. home.

WILLIAM FARMER, 66, began his SIU career in 1997 in the port of Norfolk, Va. Brother Farmer's first ship was the *USNS Able*. He upgraded often at the Seafarers-affiliated school in Piney Point, Md. Brother Farmer's most recent voyage was aboard the *Observation Island*. He was born in Kentucky and now lives in Charleston, S.C.



ALEXANDER NICHOLSON, 71, was born in Ukraine. Brother Nicholson joined the SIU

in 1993 in the port of Jacksonville, Fla. He took advantage of the educational opportunities available at the Paul Hall Center on three occasions. Brother Nicholson's first trip to sea was on the *American Falcon*; he last worked aboard the *Horizon Discovery* as a member of the deck department. Brother Nicholson is a resident of St. Augustine, Fla.

JOHNNY O'NEIL, 65, joined the SIU ranks in 1960. Brother O'Neil's first voyage was on a vessel operated by Globe Waterways. The engine department member attended the Piney

Point school in 2000 and 2002. Brother O'Neil was born in Puerto Rico. His most recent voyage was on the *Horizon Crusader*. Brother O'Neil continues to live in Puerto Rico.



Pacific Reliance. He continues to reside in his native state of Louisiana.

ANTHONY LANIER JR., 64, became a union member in 1994. Boatman Lanier primarily shipped aboard Westbank Riverboat's *Boomtown*. He was born in New Orleans and worked in the engine department. Boatman Lanier now makes his home in Port Sulphur, La.



CHARLES SMOKE, 70, embarked on his seafaring career in 1960. Brother Smoke, who was born in Alabama, first

sailed aboard the *Navigator*. His most recent ship was the *Horizon Consumer*. Brother Smoke resides in his native state.

LUIS SPINA, 65, became an SIU member in 1962.



Brother Spina, who was born in Central America, first shipped with Seatrade Corporation in the deck department. His last voyage was aboard the *Seabulk Power*. Brother Spina makes his home in Brandon, Miss.

GRAYSON WARREN, 65, started sailing with the Seafarers in 1964. Brother Warren initially worked on the *Arizpa*. He was born in Detroit, Mich. and shipped in the deck department. Brother Warren attended classes at the union-affiliated school in Piney Point, Md. His most recent voyage was aboard the *Newark Bay*. Brother Warren is a resident of Houston.

WILLIAM WILLIAMS, 64, joined the SIU in 1964, first sailing aboard the *Achilles*. Brother Williams was a member of the engine department. Born in West Virginia, he most recently sailed on the *Stonewall Jackson*. Brother Williams calls Cottonport, La. home.

INLAND



IVAN CHRISTIANSEN, 61, was born in Texas. Boatman Christiansen embarked on his seafaring career in 1980,

working primarily aboard vessels operated by G&H Towing Company. Boatman Christiansen lives in Spicewood, Texas.

JOSEPH KADAK JR., 61, joined the SIU in 1973.



Boatman Kadak upgraded numerous times at the Seafarers-affiliated school in Piney Point, Md. He first shipped on a Dixie Carriers vessel. Boatman Kadak most recently sailed on the

Welcome Ashore

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

Union (NMU) and participants in the NMU Pension Trust, recently went on pension.



MAXIMO ALVAREZ, 65, joined the NMU in 1990 in the port of New Orleans. Brother Alvarez initially sailed on

the *Sealift Atlantic*. Born in Honduras, he last sailed on the *Kingston*.

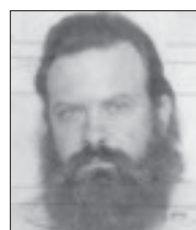
CALVIN BRINKLEY, 65, became an NMU member in 1972, shipping from the port of Mobile, Ala. Brother Brinkley's first ship was the *Lipscomb Lykes*. He is a native of Alabama.



LORRAINE CLOYD, 66, was born in Galveston, Texas. Sister Cloyd started sailing with the NMU in 1980. Her first

voyage was aboard the *Antigone Pass*. Sister Cloyd was a member of the steward department. She most recently worked on the *Cape Henry*.

WILLIAM EVLETH, 65, embarked on his NMU career in 1968 in Charleston, S.C. Brother Evleth first



went to sea aboard the *American Scout*. He was born in Patterson, N.J. and shipped in the deck department. Brother Evleth's concluding journey was on the *Green Lake*.



ADELMO GIUSTI, 70, initiated his seafaring career in 1964 in the port of New York. Brother Giusti was born in

Chile. In 2001, he attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Giusti worked in the steward department. His first vessel was the *Gulfcrest*; his last was the *Liberator*.

CHARLES JACKSON, 66, joined the NMU in 1962.



Brother Jackson first sailed aboard the *Green Valley*. The deck department member was born in Texas.

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

NAME	AGE	EDP
Curtis, Lance	79	April 1
Flores, Raul	56	July 1
Francis, Roderick	65	July 1
Harris, Hanson	65	April 1
Jones, Robert	65	May 1
Naysnerski, Wayne	55	May 1

GREAT LAKES

EZZI SHARAY, 66, began shipping with the union in 1976 in Detroit, Mich. Brother Sharay worked primarily on American Steamship Company vessels and also aboard the *Reiss Brothers* and the *Sharon*. He sailed in the engine department. Brother Sharay calls Yemen home.



Editor's Note: The following brothers and sister, all former members of the National Maritime

Reprinted from past issues of the Seafarers LOG.

1948

The Seafarers International Union was certified this week as the bargaining agent for unlicensed crewmen on ships belonging to the Cuba Distilling Company. On receipt of the certification, SIU headquarters sent a memorandum to the company asking the immediate commencement of contract negotiations. Cuba Distilling was first contracted in 1938. However, the company's small fleet of ships was sunk during the war and the company went out of business. Upon its return last winter with new ships, company officials maintained that no agreement with the SIU existed since the last one negotiated had lapsed.

1957

Unable to make any headway in wage talks with the Bull Line after two months of negotiations, the SIU struck the company at its Brooklyn terminal on Monday, August 19. The four-ship installation has been tied up tight ever since by a 24-hour picket line manned by Seafarers. Talks with Bull Line reached an impasse a few days before the strike call over demands for parity with the West Coast scale on overtime and penalties

rates plus an across-the-board 20 percent increase in wages, OT and penalty rates, all retroactive to July 1.

1969

The SIU-contracted Delta Steamship Line of New Orleans will more than double its fleet by purchasing Prudential Lines' entire South American operation of ships and trade routes, it was disclosed recently. The sale will add 12 ships to Delta's fleet, bringing their total to 23 vessels. It will put Delta's service on all three U.S. sea coasts.

1985

The *USNS Stalwart*, the first new T-AGOS ship crewed by the SIU, recently completed a record voyage with top marks. "They did an excellent job and performed every task asked of them. This was a very important job that helped the nation's security," said an official of Sea Mobility Inc., the company which won the T-AGOS contract. The *Stalwart's* deck and engine departments were singled out for the fine job they performed on the mission.... Two of the T-AGOS vessels have been crewed; the next two are due out by the middle of November in Norfolk and early December in Honolulu.

THIS MONTH IN SIU HISTORY

Final Departures

RONALD JONES



Pensioner Ronald Jones, 63, passed away March 31. Brother Jones started sailing with the SIU in 1962. He was born in Virginia and worked in the deck department. Brother Jones first shipped aboard an Ore Navigation Corporation vessel. His last trip was on the *Leader*. Brother Jones retired in 1989 and settled in South Williamsport, Pa.

CARROLL KENNY



Pensioner Carroll Kenny, 78, died March 18. Brother Kenny became a Seafarer in 1949 in New York. His first trip to sea was on the *El Faro*.

Brother Kenny was a member of the steward department. Prior to his retirement in 1993, he sailed aboard the *Florida*. Born in Todd, Minn., Brother Kenny called Martinez, Ga. home.

REUEL PALMER



Pensioner Reuel Palmer, 77, passed away March 27. Brother Palmer joined the SIU in 1945, first shipping on the *Steel King*. The deck department member was born in Massachusetts. Brother Palmer last worked on the *Falcon Countess*. He went on pension in 1985 and made his home in Berry Creek, Calif.

Brother Palmer last worked on the *Falcon Countess*. He went on pension in 1985 and made his home in Berry Creek, Calif.

PEDRO PEREZ

Pensioner Pedro Perez, 73, passed away Oct. 22. Brother Perez began shipping with the SIU in 1958. His first ship was the *Sentry*. A member of the steward department, the Puerto Rico-born mariner last sailed aboard the *Horizon Hawaii*. He went on pension in 1997 and continued to live in Puerto Rico.

ANTHONY SINCLAIR

Brother Anthony Sinclair, 48, died Jan. 2. He started his SIU career in 1981. Brother Sinclair initially worked aboard the *Oakland*. He was born in Ohio and shipped as a member of the steward department. Brother Sinclair most recently sailed on the *Horizon Crusader*. He was a resident of Spring, Texas.

ADRIAN TORRES



Pensioner Adrian Torres, 90, passed away April 5. Born in Puerto Rico, Brother Torres began sailing with the Seafarers in 1942 from New York. His first trip to sea was aboard the *Rosario*. Brother Torres was a deck department member. His most recent voyage was on the *Aguadilla*. Brother Torres started collecting his retirement pay in 1980. He lived in Taneytown, Md.

Brother Torres was a deck department member. His most recent voyage was on the *Aguadilla*. Brother Torres started collecting his retirement pay in 1980. He lived in Taneytown, Md.

ALFONS WEINERT

Pensioner Alfons Weinert, 74, died Feb. 19. Brother Weinert joined the Marine Cooks & Stewards (MC&S) in 1969 in the port of San Francisco.



The steward department member was born in Germany. Prior to retiring in 1989, Brother Weinert worked on the *President Wilson*. He resided in San Francisco.

PAUL WHALEN



Pensioner Paul Whalen, 77, passed away March 20. Brother Whalen launched his SIU career in 1968, first sailing on the *Long Lines*. He was a New York native and shipped in the engine department. Brother Whalen's last voyage was aboard the *Patriot*. He became a pensioner in 1995. Brother Whalen was a resident of Las Vegas, Nev.

Brother Whalen launched his SIU career in 1968, first sailing on the *Long Lines*. He was a New York native and shipped in the engine department. Brother Whalen's last voyage was aboard the *Patriot*. He became a pensioner in 1995. Brother Whalen was a resident of Las Vegas, Nev.

ROBERT YARBROUGH

Pensioner Robert Yarbrough, 80, died March 3. Brother Yarbrough embarked on his seafaring profession in 1952. The Alabama-born mariner initially worked on the *Seawind* and sailed as a member of the deck department. His last journey was aboard the *Overseas Chicago*. Brother Yarbrough began receiving compensation for his retirement in 1990. He made his home in Lake Charles, La.

INLAND

COLBOURNE AUTRY

Pensioner Colbourne Autry, 79, passed away March 24. Boatman Autry joined the union in 1968 after serving in the U.S. Army. His first trip to sea was on a Steuart Transportation vessel. Boatman Autry was born in Virginia. He retired in 1989 and lived in Tangier, Va.

DONALD GLASS



Pensioner Donald Glass, 68, died March 15. Boatman Glass was born in Altoona, Pa. He started sailing with the SIU in 1975 in the port of Philadelphia. Boatman Glass first sailed aboard a Mariner Towing Company boat. He went on pension in 2003 and called Aurora, Colo. home.

Boatman Glass first sailed aboard a Mariner Towing Company boat. He went on pension in 2003 and called Aurora, Colo. home.

HAROLD KINNEY



Boatman Harold Kinney, 47, passed away May 28. He joined the SIU in 1977 in Piney Point, Md. Boatman Kinney was a member of the steward department. His first ship was the *St. Claire*; his last voyage was aboard the *Liberty Island*. Boatman Kinney was born in Maine and resided in Chesapeake, Va.

Boatman Kinney was a member of the steward department. His first ship was the *St. Claire*; his last voyage was aboard the *Liberty Island*. Boatman Kinney was born in Maine and resided in Chesapeake, Va.

EARL NIXON

Pensioner Earl Nixon, 75, died Oct. 22. Boatman Nixon became a union member in 1967. He first sailed on R.K. Davis Transportation Inc. vessels but primarily worked aboard vessels operated by Allied Transportation. Boatman Nixon

made his home in Bel Haven, N.C. and retired in 1992.

GREAT LAKES

MISSED ALI



Pensioner Missed Ali, 77, died Jan. 22. Brother Ali joined the SIU in 1970. The steward department member was born in Yemen. During his seafaring career, Brother Ali shipped primarily on vessels operated by American Steamship Company, including the *U.S. Gypsum* and the *Buffalo*. In 1992 he retired. He made Dearborn, Mich. his home.

Brother Ali shipped primarily on vessels operated by American Steamship Company, including the *U.S. Gypsum* and the *Buffalo*. In 1992 he retired. He made Dearborn, Mich. his home.

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

JOHN ARENDALL

Pensioner John Arendall, 80, passed away Dec. 29. Brother Arendall joined the NMU in 1942 in the port of New Orleans. He was born in Mobile, Ala. and worked in the steward department. Brother Arendall's first ship was the *Veraguas*; his last was the *Sealift Caribbean*. He went on pension in 1986.

MARCELO COLON



Pensioner Marcelo Colon, 74, died Dec. 25. Brother Colon began shipping with the NMU in 1965, initially sailing aboard the *St. Catherine* from New York. The engine department member was a native of Puerto Rico. Brother Colon retired in 1991. His final trip to sea was on the *American Astronaut*.

The engine department member was a native of Puerto Rico. Brother Colon retired in 1991. His final trip to sea was on the *American Astronaut*.

NICK DACKO

Pensioner Nick Dacko, 93, passed away Oct. 19. Brother Dacko started his seafaring career in 1946 in the port of Baltimore. His first voyage was aboard the *Carleton Ellis*. His concluding journey was on the *American Charger*. Brother Dacko, who was born in Jamestown, Pa., began receiving his retirement compensation in 1967.

VICTOR DEMIDOVICH



Pensioner Victor Demidovich, 88, died Oct. 28. Brother Demidovich was born in Shenandoah, Pa. He became an NMU member in 1951 in the port of New York. Brother Demidovich last shipped aboard the *Lightning*. He began receiving his pension in 1974.

Brother Demidovich last shipped aboard the *Lightning*. He began receiving his pension in 1974.

LAWRENCE GABRIEL



Pensioner Lawrence Gabriel, 82, passed away Dec. 10. Brother Gabriel embarked on his NMU career in 1961 in New Orleans. He first sailed on the *Ero* in the engine department. His most recent trip to sea was aboard the *Almeria Lykes*. Brother Gabriel was born in Louisiana. He retired in 1986.

He first sailed on the *Ero* in the engine department. His most recent trip to sea was aboard the *Almeria Lykes*. Brother Gabriel was born in Louisiana. He retired in 1986.

BERNARDINO GOICO



Pensioner Bernardino Goico, 85, died Nov. 25. Brother Goico joined the NMU ranks in 1964 in New York. His first trip was on the *Argentina*. Brother Goico's last voyage was aboard the *American Accord*. He started collecting his retirement pay in 1982.

Brother Goico joined the NMU ranks in 1964 in New York. His first trip was on the *Argentina*. Brother Goico's last voyage was aboard the *American Accord*. He started collecting his retirement pay in 1982.

CRUZ HERNANDEZ

Pensioner Cruz Hernandez, 87, passed away Dec. 19. Brother Hernandez joined the NMU in 1939 in the port of Baltimore. The Puerto Rico-born mariner's first ship was the *Atenas*. He last sailed on the *United States*. Brother Hernandez went on pension in 1970.

HILARY HUNTER



Pensioner Hilary Hunter, 80, died Nov. 24. Brother Hunter began working with the NMU in 1968, while in Norfolk, Va. His first voyage was aboard the *Export Bay*. Brother Hunter shipped in both the engine and steward departments. Prior to his retirement in 1986, he sailed on the *Spirit of Liberty*.

Brother Hunter shipped in both the engine and steward departments. Prior to his retirement in 1986, he sailed on the *Spirit of Liberty*.

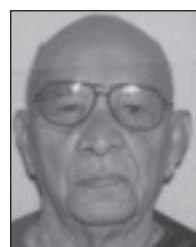
ALBERTO JIMENEZ



Pensioner Alberto Jimenez, 78, passed away Dec. 28. Brother Jimenez was born in Puerto Rico and joined the union in the port of New York. Brother Jimenez's final voyage was aboard the *American Champion*. He began collecting his retirement stipends in 1977.

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CARLOS LIMARDO



Pensioner Carlos Limardo, 89, died Oct. 25. Brother Limardo became an NMU member in 1946, initially sailing from Galveston, Texas. His first vessel was a Liberty ship, the *Crawford W. Long*. Brother Limardo retired in 1968. His last voyage was on the *Container Forwarder*.

Brother Limardo retired in 1968. His last voyage was on the *Container Forwarder*.

KENNETH LINGO



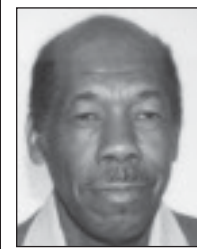
Pensioner Kenneth Lingo, 84, passed away Dec. 22. Brother Lingo started his seafaring career in 1944 in the port of Norfolk, Va., sailing in both the steward and deck departments. His first trip to sea was aboard the *Mormacdale*; his final voyage was on a Lykes Brothers vessel. Brother Lingo went on pension in 1972.

Brother Lingo started his seafaring career in 1944 in the port of Norfolk, Va., sailing in both the steward and deck departments. His first trip to sea was aboard the *Mormacdale*; his final voyage was on a Lykes Brothers vessel. Brother Lingo went on pension in 1972.

GABRIEL MARTI

Pensioner Gabriel Marti, 93, died Nov. 12. Born in Puerto Rico, Brother Marti joined the union in 1944. He first shipped from the port of New York on the *William R. Day*. Brother Marti became a pensioner in 1968 after sailing aboard the *Gibbs Lykes*.

CONNIE McCALLA



Pensioner Connie McCalla, 70, passed away Dec. 12. Brother McCalla began working with the NMU in 1964 in the port of Houston. He was born in Jamaica and shipped in the engine department. Brother McCalla's first vessel was the *Spencer*; his last was the *Corpus Christi*. He started receiving compensation for his retirement in 1998.

Brother McCalla began working with the NMU in 1964 in the port of Houston. He was born in Jamaica and shipped in the engine department. Brother McCalla's first vessel was the *Spencer*; his last was the *Corpus Christi*. He started receiving compensation for his retirement in 1998.

JAMES MILLER

Pensioner James Miller, 79, died Nov. 7. Brother Miller was born in Texas. He first sailed from Wilmington, Calif. on the *Sampan*. Brother Miller, who worked in the steward department, retired in 1988.

SEYMORE RICHARDSON JR.

Pensioner Seymore Richardson Jr., 87, passed away Dec. 10. Brother Richardson joined the NMU in 1952. The Alabama-born mariner first worked aboard the *John L. Sullivan*. Brother Richardson was a member of the engine department. Before retiring in 1983, he shipped on the *Sheldon Lykes*.

JOSEPH TRACY



Pensioner Joseph Tracy, 81, died Dec. 25. Brother Tracy joined the NMU in 1944, first sailing from the port of New York aboard the *Alden Barnes Fiertz*. His last journey to sea was on the *Pioneer Commander*. Brother Tracy began collecting his pension in 1971.

Brother Tracy joined the NMU in 1944, first sailing from the port of New York aboard the *Alden Barnes Fiertz*. His last journey to sea was on the *Pioneer Commander*. Brother Tracy began collecting his pension in 1971.

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

NAME	AGE	DOD
Abbey, Clarence	78	April 16
Batenhorst, Donald	69	June 7
Blake, Kenneth	79	June 16
Broussard, Preston	77	March 21
Dew, Billy	77	June 25
Fassbender, Paul	76	June 23
Goodman, George	87	May 20
Haines, James	78	May 31
Hall, Phillip	78	June 15
Higgins, Samuel	83	June 10
Howell, Cyril	84	June 10
Jones, Floyd	80	May 26
Legendre, Rae	76	June 27
Lopes, Julius	81	June 18
Lorin, Jack	85	June 17
Malbrough, Paul	78	June 18
Micklowski, Frank	92	May 7
Padilla, Jose	91	March 21
Paul, Eugene	84	Jan 1
Rubo, Giovanni	78	April 6
Simmons, Louis	94	Dec. 29
Tims, Ralph	81	June 12
Venegas, Carlos	94	June 15
Williams, Willie	70	April 12

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.

MAERSK VIRGINIA (Maersk Line Limited), July 2—Chairman **Kadir P. Amat**, Secretary **Douglas A. Hundshamer**, Educational Director **Randy D. Clark**, Deck Delegate **Roberto Flores**, Engine Delegate **Apolinario A. Calacal**, Steward Delegate **Alaa A. Embaby**. Chairman urged everyone to read president's report in *Seafarers LOG*. He also went over correspondence received from VP of Contracts George Tricker regarding changes to medical plan. Educational director explained Core Plus benefits. No beefs or disputed OT reported. TV wall mounts to be purchased in Charleston, S.C. for smaller room. Chairman thanked all departments for helping keep ship clean. Next ports: Charleston; Norfolk, Va.; Newark, N.J.

COMET (Maersk Line Limited), June 4—Chairman **Mathew J. Bevak**, Secretary **Ernest Polk**, Educational Director **Daniel L. Borden**, Steward Delegate **Saleh M. Saleh**. Chairman thanked all departments for great trip and encouraged them to contribute to SPAD. No beefs or disputed OT reported. Educational director urged mariners to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Suggestion made to increase retirement pay. Next port: Los Angeles, Calif.

EL MORRO (Interocean American Shipping), June 25—Chairman **Roan R. Lightfoot**, Secretary **Jerome Jordan**, Educational Director **Monroe G. Monsieur**, Engine Delegate **Victor Sapp**, Steward Delegate **Antonio Mendez**. Chairman announced June 30 payoff in Jacksonville, Fla. He asked crew members to keep noise down in hallways while other crew members are sleeping. Educational director reminded everyone to check expiration dates on necessary sailing documents and upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Members requested information on new contract. Vote of thanks given to the steward department for job well done.

Sailing on the Hauge



Thanks to OMU John Steeber for sending along this photo of himself (right) and AB James Blitch, who sail together on the *Cpl. Louis J. Hauge Jr.*

FLORIDA (Maersk Line Limited), June 15—Chairman **Herbert Charles**, Secretary **Joseph Jones**, Educational Director **David Vega**, Deck Delegate **Randell G. Porter**, Engine Delegate **Robert T. Norris**, Steward Delegate **Daniel L. Wehr**. Educational director urged mariners to upgrade skills at SIU-affiliated school in Piney Point, Md. Treasurer stated \$200 in ship's fund. No beefs or disputed OT reported. Crew members requested sailing board be posted early.

GLOBAL SENTINEL (Transoceanic Cable Ship Co.), June 19—Chairman **Lee Hardman**, Secretary **Vicki L. Haggerty**, Educational Director **Vladimir G. Tkachev**, Deck Delegate **John Bumgarner**, Engine Delegate **John Carson**, Steward Delegate **Robert J. Haggerty**. Chairman advised Seafarers to check their Money Purchase Pension Plan accounts. He requested information on status of new contract and expressed his gratitude to the steward department for great job during voyage. Educational director urged members to take advantage of educational opportunities available at the Piney Point school. Treasurer stated \$4,500 in ship's fund. No beefs or disputed OT reported. Crew was reminded to update beneficiary cards if changes have been made. Barbecue was announced for June 21 lunch.

HORIZON CHALLENGER (Horizon Lines), June 11—Chairman **Roy L. Williams**, Secretary **Donald B. GaNung**, Educational Director **Clive A. Steward**, Engine Delegate **Angelo S. Wilcox Sr.**, Steward Delegate **Simone J. Solomon**. Chairman discussed possible changes in new contract and advised all members to be present for union meeting when Houston patrolman comes aboard. With increased competition for seafaring jobs, educational director urged crew to upgrade skills at Paul Hall Center in order to be trained and ready. Treasurer stated \$200 in ship's fund. Suggestion was made to buy DVDs with the money. Beef reported in deck department; no disputed OT reported. Bosun reminded crew members this is an election year. He stressed the importance of registering and voting for those politicians who are favorable to the maritime industry. Recommendations were made regarding vacation and pension benefits. Crew expressed gratitude to Chief Cook Solomon and GSU **Tony Grant** for preparing good meals. Next port: Houston.

HORIZON DISCOVERY (Horizon Lines), June 10—Chairman **James W. Saunders**, Secretary **Joseph A. Laureta**, Educational Director **Herman Castro**, Engine Delegate **Hector J. Ginel**, Steward Delegate **Tracey L. Newsome**. Secretary urged all mariners to keep documents current and upgrade skills

at SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Recommendation made to increase pension and medical benefits. June 13 payoff to take place in Jacksonville, Fla. Vote of thanks given to steward department for job well done. Next port: San Juan, P.R.

HORIZON HAWAII (Horizon Lines), June 4—Chairman **Thomas W. Grosskurth**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Mohamad Y. Abdullah**, Deck Delegate **Antonio M. Mercado**, Engine Delegate **Rene Vazquez**, Steward Delegate **Carlos H. Sanchez**. Chairman announced June 9 payoff in Jacksonville, Fla. He thanked all departments for working well together. Members were advised to have documents and dues ready when patrolman comes aboard. He also emphasized importance of keeping passports and other necessary documents up to date. Secretary thanked crew for great voyage. Educational director advised members to take advantage of educational opportunities available at Paul Hall Center. No beefs or disputed OT reported. AB **Ray Fernandez** thanked fellow SIU crew members and officers for their support and generosity during his family's time of mourning. Thanks given to Chief Cook **Carlito Sanchez** and SA **Jorge Mora** for their hard work and great meals. Next ports: Jacksonville; San Juan, P.R.; Port Elizabeth, N.J.

HORIZON NAVIGATOR (Horizon Lines), June 11—Chairman **Werner H. Becher**, Secretary **Peter F. Ciddio**, Educational Director **Daniel F. Dean**, Deck Delegate **Al M. Alhaj**, Steward Delegate **Marcus R. Rowe**. Bosun announced payoff to take place June 13 in Oakland, Calif. He reminded crew members to separate plastic items from regular trash. For security reasons while in port, mariners were asked to use one door when entering and exiting the house by the gangway. Secretary reported smooth sailing. Educational director urged crew members to upgrade their skills by attending classes at the Paul Hall Center, which in turn would allow them to qualify for better paying jobs. Treasurer stated \$100 in ship's fund. No beefs or disputed OT reported. Anyone using washing machine and dryer was reminded to check pockets, so that no foreign objects clog drains. Next ports: Oakland and Los Angeles, Calif.

HORIZON SPIRIT (Horizon Lines), June 15—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **David S. Goodpastor**, Deck Delegate **Julie B. Ortiz**. Chairman asked crew to check with patrolman before going ashore. Crew computer to be fixed in Tacoma; DVD player will be purchased in Kaoshiong. Everyone was reminded to wear hard hats during port operations or use the tunnel and also be aware of the no-smoking policy dockside in Guam. Educational director encouraged everyone to upgrade at Piney Point school and keep necessary shipping documents current. No beefs or disputed OT reported. Steward department thanked for excellent food and clean mess hall. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

HORIZON TACOMA (Horizon Lines), June 18—Chairman **Salvador N. Villareal**, Secretary

Cynthia L. Caster, Educational Director **Mohamed N. Alsinai**, Deck Delegate **Harry Massa**, Engine Delegate **Husain A. Ali**, Steward Delegate **Reynaldo C. Telmo**. Chairman discussed new contract and announced June 20 payoff in Tacoma, Wash. Secretary urged all members to see him after meeting to obtain any needed forms (registration, vacation, SMPPP, benefits, upgrading applications). He also shared highlights from the May membership meeting in Tacoma, including the introduction by Horizon Lines of five new vessels into service in the near future and the opening of a new Oakland

agreements. Next port: Houston, Texas.

MAERSK CAROLINA (Maersk Line Limited), June 18—Chairman **Thomas P. Flanagan**, Secretary **Gerald L. Hyman**, Educational Director **Kevin M. Cooper**, Deck Delegate **Abdullah A. Oun**, Engine Delegate **Anatoli Vetsinov**. Chairman thanked everyone for safe and successful trip. Secretary encouraged crew members to attend upgrading classes at Piney Point school. No beefs or disputed OT reported. Vote of thanks given to steward department for great food during

Aboard the Sea Breeze



Crew members pose for a snapshot aboard the Crowley tug *Sea Breeze*. The picture was taken recently in Jacksonville, FL.

hall (to replace the one in San Francisco). Members were advised to keep their dues paid up or risk having benefits suspended. Educational director encouraged all mariners to upgrade skills at the Seafarers-affiliated training school and take advantage of the union's free education. No beefs or disputed OT reported. Request was made for satellite TV. Vote of thanks given to steward department for good food. Next ports: Tacoma; Anchorage and Kodiak, Alaska.

HORIZON TRADER (Horizon Lines), June 4—Chairman **Loren E. Watson**, Secretary **Sherman W. Anderson**, Educational Director **Kevin T. McCagh**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Mohamed M. Abdulla**, Steward Delegate **Efren P. Aguirre**. Bosun thanked crew for safe voyage and good jobs. He announced June 10 payoff in Tacoma, Wash. No beefs or disputed OT reported. Electrician requested more classes be offered at Piney Point school geared toward the engine department. Request also made for information regarding sea time benefits and installing satellite TV in individual rooms. Crew was asked to take care of DVDs and return to case when finished with them. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

LIBERTY SPIRIT (Liberty Maritime), June 4—Chairman **Gavino A. Octaviano**, Secretary **Gregory G. Keene**, Educational Director **Antonio A. Octaviano**, Deck Delegate **Ronald Owens**, Engine Delegate **George S. Galanis**, Steward Delegate **Richard A. Gegenheimer**. Secretary urged crew to renew z-cards early to avoid missing job opportunities. Beef reported in deck department; no disputed OT reported. Members requested second washer and dryer. Suggestions made regarding possible changes in steward sections of standard tanker and freighter

voyage. Next ports: Charleston, S.C.; Norfolk, Va.; Newark, N.J.

MAERSK MISSOURI (Maersk Line Limited), June 14—Chairman **Luke F. Wells**, Secretary **Billy Gigante**, Educational Director **Robert A. Ott**, Deck Delegate **John G. Gilston**. Chairman announced June 17 payoff in Newark, N.J. He also reminded crew members to keep documents up to date. No beefs or disputed OT reported. Suggestions made pertaining to high cost of medical insurance. Next ports: Norfolk, Va.; Newark.

SEABULK CHALLENGE (Seabulk Tankers), June 23—Chairman **Kenneth A. Abrahamson**, Steward Delegate **Timothy J. Dowd**, Educational Director **Teresito O. Reyes**, Steward Delegate **Heath G. Bryan**. Chairman stated actual letter—not just discharge—from Tanker Company is needed to renew tanker assist endorsement. Secretary advised members to start renewal process early on MMDs, allowing at least 12 months. Educational director noted that new tanker and freight agreements expected this summer, possibly mid-July or August. No beefs or disputed OT reported. Thanks given to DEU for keeping house clean and to galley crew for great food.

SULPHUR ENTERPRISE (LMS Ship Management), June 11—Chairman **Grant A. Shirley**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**, Engine Delegate **Manuel C. Flores**, Steward Delegate **Rocel C. Alvarez**. Secretary asked mariners to leave rooms clean and supplied with fresh linen for next person. Educational director urged everyone to take advantage of educational opportunities available at Paul Hall Center. No beefs or disputed OT reported. Discussion held about new contract. Request made for refrigerators in all rooms.

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.

Leo Kinney: A True Shipmate

Webster's New World College Dictionary defines "shipmate" as a fellow sailor on the same ship. Webster is wrong! Our definition of "shipmate" is **Harold (Leo) Kinney**.

Leo Kinney—a man who would give you the shirt off his back if you needed it and offer a helping hand to anyone, even the newest crew member, whom he would make feel at home.

It was a pleasure to work with Leo, no matter what department he worked in: galley, deck or engine room. He would put his whole heart into every job from the cleanest to the dirtiest.

Leo was the best cook on board our vessel. He will be remembered for his positive attitude. He was always cheerful, and it was a pleasure coming in at coffee time and meal hours.

He always asked everyone if there was anything special he could cook for them or anything he could get them on the stores list. He tried to make everyone's life on board these vessels a little easier.

We could go on and on about all the good things and hard work this man did for his shipmates and the company, and few would disagree that it was a pleasure—and an honor—to work beside this man. He will be missed by many.

May you rest in peace, Leo.

Your friends, brothers
and shipmates

(Editor's note: Brother Harold (Leo) Kinney died May 28, 2006. The above letter from his shipmates was sent to the Seafarers



Harold (Leo) Kinney (center) poses with two of his shipmates. See page 18 for Brother Kinney's obituary.

LOG by **David Ling**, an SIU member working aboard the *Dredge Liberty Island*.)

Thanks for All Your Help

I am writing to thank our union for all the help extended to my wife and me this past year.

My wife was in the hospital for 43 days after major brain surgery. She had a full recovery.

I am now seriously disabled and am not able to work. I am receiving medical benefits for my problem. If it were not for the sickness and accident benefit, we would be in desperate straits. If not for these benefits, I don't know what we would do.

Most of all, I wish to thank Brother John Cox, our port agent in Wilmington, Calif. From the very first, he went far beyond his duties and responsibilities. I was at sea when my wife's injury occurred. John took control, got me home and was directly involved in her recovery. For this, he deserves recognition for his direct help and uncalled-for involvement in our desperate time of need.

I first joined the union in 1967. The SIU has always been there to help and support my family and me. However, this effort by the union is beyond anything I have ever experienced.

John Cox is truly a "union man" in the fullest meaning of the phrase. He runs his hall in a fair and just manner for ALL. He is

honest, knowledgeable and understanding and displays the qualities of leadership that we all need in these struggling times.

Once again, to Brother Mike Sacco, John Cox and our great union, I say God bless you.

George Paul Barber
San Diego, Calif.

Keeping Busy After Retirement

I joined the Merchant Marine in 1943 and retired 27 years later in 1970 as an NMU member. I am very glad the SIU and NMU united and am receiving the *Seafarers LOG*, which I appreciate very much.

I am very concerned about the passage of H.R. 23, the Belated Thank You to Merchant Mariners of World War II because there are not so many of us great old seamen still alive.

I think it is about time that some credit be given to us for all the efforts we made in keeping this country free. I am very proud of what I did for our country.

At 83, I am still trying to do something to keep busy. I compose music and have an Internet site (www.rupertlopez.5U.com). In April, Hilltop Records of Los Angeles came out with a CD, and one of my songs, "I'm Lonely Again," is on it. They want to record two more songs, "From Texas to New York" and "My Dear United States."

God bless you all.

Ruperto López Rosado
Hormigueros, P.R.

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 such 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.

Are You Receiving All Your Important Mail?

In order to help ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your **permanent** address, and this is where all official union documents will

be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM (Please Print)

Name: _____

Phone No.: _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

*This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally.*

8/06

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 August through the end 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	August 21	September 15
	October 2	October 27
	November 13	December 8
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 21	August 25
Lifeboatman/Water Survival	August 7	August 18
	September 18	September 29
	October 30	November 10
Radar	August 7	August 18
Radar Renewal (one day)	August 28	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning August 10, 2006.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	September 11	October 6
	November 13	December 8

FOWT	September 11	November 3
Marine Electrician	October 23	December 15
Welding	September 11	September 29
	October 9	October 27

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (one week) (*must have basic fire fighting)	August 7	August 11
	September 25	September 29
Basic Safety Training - AB	August 14	August 18
	September 25	September 29
	November 6	November 10
Basic Safety Training - FOWT	September 18	September 22
	November 13	November 17
Government Vessels - FOWT	August 7	August 11
	September 11	September 15
	September 18	September 22
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	September 18	September 29
	November 27	December 8
Tankerman (PIC) Barge* (*must have basic fire fighting)	August 7	August 11
	October 16	October 20

Recertification

Bosun	October 9	November 6
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Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, **COPIES** of the following must be sent: One hundred and twenty-five (125) days 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
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
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LAST VESSEL: _____ Rating: _____

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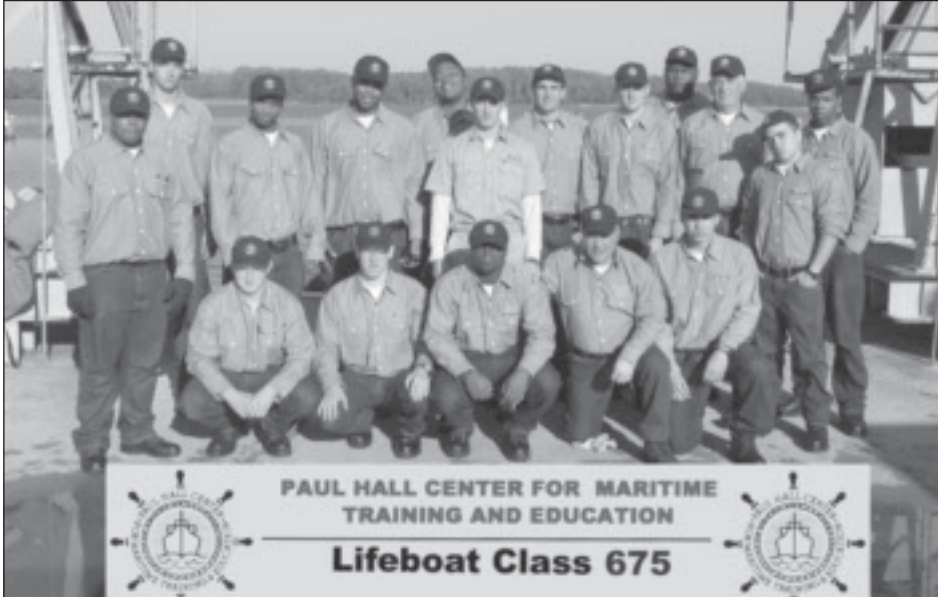
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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 Lundeborg 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.

8/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 675 — Graduating from the water survival course are unlicensed apprentices from class 675. They include (in alphabetical order) Zachary Clayton, Carmelo Collazo, Christopher Curran, Darnell Keith, Alphonso Gowdy Jr., Marvin Hearman, Sherwin Jones, Rory O'Brien, Paul Pederson, Mychal Sands, Ronald Sease, Cornelius Taylor, Daron Tinney, Robert Vayko, Furman Watson, Jon Werner and James Wynegar III.



AB — Receiving certificates for completion of the AB class ending June 23 are (in no specific order) Steven Sanderson, David Barber, Dean Bettis, William Markeson, Jorge Nunez, Edwin Rivera, David Spangler, Asaad Al-Waseem, John Villarta, Daniel Manning, Ivan Zapata, Jennifer Souci, Daryl Alvin Jr., DeAris Henry and Horace Robinson IV. Their instructor, Bernabe Pelington, is at far right.



Basic Auxiliary Plant Operations — Upgrading Seafarers and unlicensed apprentices completed this course June 15. They are (in no specific order) unlicensed apprentices Nicholas Gattuso, Lawrence Stanley-Dalton, Jeffery Novak, Claytain Carr, Antoine Best, Lester DeSheers and Aaron Larson; and Seafarers Shawn Alexander, Matt Waldman, Philomena Hoang, Ernesto Lagramada, Nestor Montano, Ricky Goodman, Matthew Whitmore, Randy Louque, David Grasso, Justin Bing, Henry Callahan, Richard DeLa Cruz, Fatim Rashed, Luke Staiger, Jose Blanco, Michael Garcia and Victor Rios.



Fast Rescue Boat — June 9 graduates of the fast rescue boat course include (in alphabetical order) Louis Barra, Nicole Geideman, Linsey Knight, Arthur Marshall, Stephen Thompson, Robert Warren and Lawrence Williams. Their instructor, Stan Beck, is at right in the front.



Machinist — Under the instruction of Steve Haver (second from left) are graduates of the machinist course, which took place June 5-23. They are Michael Kirby, Danillo Tabudlong, Ronald Sison, Miguel Batista, Christopher Schneider and Lamar Parker.

Advanced Fire Fighting — The advanced fire fighting course took place June 5-9. Graduating from the class are Gregory Brunson Sr., Nathan Wirt, Alsea Mua, Michael Carvalho, Bobby Taylor Jr., Caleb Whorl, Charles Ross, Stephen Conley, Charles Clark and Byron Collins and their instructor, Tom Cessna (far left).



Computer Lab Classes



Left: Holding their certificates of achievement for courses completed June 23 in the computer lab at the Paul Hall Center are (from left) Ricky Goodman, Fatim Rashed and Joel Fahselt. Their instructor, Rick Prucha, stands in the back row.

Right: With instructor Rick Prucha (back row) are students who completed their computer courses June 30. They are (from left) Daniel Manning, Timothy Sexton, Tawrence Abrams and Jorge Nuñez.



Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Upgrading students who completed this course June 16 are (in no specific order) Juan Castillo, Michael Sykes, Joel Fahselt, Arthur Saeli, Alexander Kepchar, Billy Hill Sr., Meili Seegers, Jonas Robinson, Glen McCullough, Paula Hopson, Scott Bowmer, Andrew Eastman, Endang Abidin, Richard Summers, Paul Van Aken, Martin Josephson and Carlos Bonilla. Their instructor, Jim Shaffer, is standing at far left.



Specially Trained OS — Included in the June 16 graduating class are Phase III unlicensed apprentices (in alphabetical order) Stephen McGruder, Shawana Mills, Brendan O'Brien, Nelson Orien, Algernon Reed, Lawanda Thornton, Taufiq Wasel and Jesse Willard; and SIU upgraders Daniel Stavron and David Stavron. Their instructor, Michael Smith, is second from left.



Specially Trained OS — Completing this course June 16 are unlicensed apprentices (in no specific order) Wayne Altoonian, John Galatioto, Mathew Alaniz, Jeffry Cesvet, Scott Bloomfield, Donald Desir, Nicholas Kempker, Thomas Jarrett and Jonathan Rodriguez; and SIU upgraders Marvin Smith, Jorge Lanas, Joseph Quitugua, Adiener Alfaro, Rommel Lopez and Larry Castaneda. Their instructor, Stacey Harris, is second from left in the back row.

STCW — NCL, June 1: Zulma Gonzalez, Julio Perez, Rodol Rollo, Purisma Rosario, Leon Russell, Monique Sands, Catalina Sanga, Edina Scrantz, Leslie Sears, Robert Slaughter, Lizbeth Soto, John Steffens, Mark Stevens, Robert Tabasko, Shatila Thomas, David Tover, Benjamin Trusiak, Valentine Alloa, Janie Vera and Margo Waring.



STCW — NCL, June 1: Jewel Abraham, Thelma Aguon, Cynthia Almo, Bobby Alyarado, Roel Arcala, Pariss Archie, Michael Ardolino, Rocklyn Arjona, Arturo Asenjo, Anthony Atkins, Romeo Baun, Imed Ben-Abid, Ricky Blount, Thomas Boudnik, Sharon Boyers, Oliver Brewer, Frankie Brown, Norma Castil, Michael Chappell, Aimee Christensen, Michael Clarke, Jean Dorcelly, Antoine Dorismon, Mario Escobar, Jesus Estrella, William Flynn, Brandi Gallegos and Arturo Geigel. (Note: not all are pictured.).



STCW — NCL and SIU, June 30: Mark Adams, Malcolm Holmes, Lamont Robinson, Juan Steward, Tengku Sukarno, Tiffany Taylor, Sean Theodis, LaMar Thomas, Carla Thompson, Reynaldo Tinay, Luran Walker, Terrance Weary, James Webb, Zachary Wery, William Wetherell, Joshua White, Cortrell Wigglesworth, Morgan Williams and Lamarr Winston.



STCW — NCL and SIU, June 16: Victoria Lee, Marquis Manuel, William Martin, Marinell Martinez, Pauline Masley, Anthony Mastroianni, James McChrystal, David McKaig, Max McKee, Jerome McKinney, Brandon Mellstrup, Eric Montessor, Timothy Mulligan, Lovina Ngrirandelmang, Christian Olaes, Greg Orara, Ricardo Ortega, Alphonso Owens, Travis Parker, Danielle Parolini, Paul Penny, Elpidio Punu Jr., Monica Ramos-Mediavilla, Geraldine Ravelo, Kimberly Redmond, Gregory Repka, Rafael Rios DeJesus, David Rivera, Jeremiah Rowley and Joseph Palomo.



STCW — NCL, June 1: Rebecca Gramm, Fountain Green, Nakana Haili, Peter Hamm, Katie Haughey, Raymond Hernandez, Flora Jackson, Mark Jadwick, Charity Jobe, Liberti Kimball, Steven Kluchi, Pedro Leal, Lana Lindsey, Anna Mahony, Bryten Manuel, Angela McClure, Mark McEachren, Diego Melendez, Jeffry Milian, Douglas Montalvo, John Morris, Janaree Nagel, Minh Nguyen, James Nicholas, Rifani Obaseki, Michelle Oliver and Sidney Pesch.

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MSP Ship Delivers For U.S. Military

Alliance New York Transports Materiel Home



The *Alliance New York* (pictured in 2005) reflagged under the Stars and Stripes last fall and then enrolled in the U.S. Maritime Security Program.



AB Anthony Pace, left, and Chief Steward Ron Lupinacci

The SIU-crewed *Alliance New York* recently transported materiel for the United States military back to America from overseas, discharging its cargo in Philadelphia. The vessel then sailed to Baltimore to take on new cargo. (The photos of crew members on this page were taken in Baltimore on June 21.)

Operated by Liberty Global Logistics, the *Alliance New York* reflagged under the Stars and Stripes late last year and then enrolled in the U.S. Maritime Security Program (MSP). The roll-on/roll-off ship, built in April 2005, is 656 feet long, has a beam of 105.8 feet and can sail at greater than 20 knots.



Chief Cook Felipe Reyes, left, and Chief Steward Lionell Packnett

The MSP originated as a 10-year program that was part of the Maritime Security Act of 1996. Originally signed into law by President Clinton, the program supports in the international shipping trades a fleet of militarily useful U.S.-flag commercial vessels crewed by American citizens. Participating vessel operators are required to make their ships and other commercial transportation resources available to the Department of Defense during times of war or national emergency.

Through the enactment of the Maritime Security Act of 2003—signed into law by President Bush—the MSP expanded to include 60 vessels (compared to the 47 ships in the original program) and was extended for 10 more years.

During the reflagging ceremony for the *Alliance New York* last November, Gen. Norton Schwartz, commander, U.S. Transportation Command (TRANSCOM), noted that the expanded MSP helps augment the pool of well-trained, reliable, U.S. citizen mariners who sail aboard



AB Felsher Beasley, left, and GUDE Tirso Cruz

civilian-crewed military support ships. He credited those mariners for their performance during Operations Iraqi Freedom and Enduring Freedom and stated, “We rely heavily on our commercial partners and associated labor organizations. We cannot do business without you. That’s a reality that’s not about to change.”

Schwartz’s predecessor at TRANSCOM, Gen. John Handy (who retired last October), also spoke highly of the MSP. A year before the new program was approved, Handy testified before the Merchant Marine Panel of the House Armed Services Committee. “I wholeheartedly support reauthorization of MSP beyond expiration of the current authority on September 30, 2005,” Handy told the panel. “The MSP is a vital element of our military’s strategic sealift and global response capability. As we look at operations on multiple fronts in support of the war on terrorism, it is clear that our limited defense resources will increasingly rely on partnerships with industry to maintain the needed capability and capacity to meet our most demanding wartime scenarios. That makes MSP reauthorization even more important as we look toward the future.”

As previously reported, the new MSP which took effect in October 2005 increases the number of participants to 60 ships; provides financial assistance to construct five newly built tankers in the United States that are capable of carrying military petroleum products during a war; establishes a 30-month period to replace older ships with newer Defense Department-approved and militarily useful ships; and increases the annual payment to ship operators.



UA Corey Overbeck



Bosun Craig Amison



SA Anthony Clemons



UA Montree Nakwicheh



GUDE Ahmed Ghaleb