



The

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# SEAFARERS LOG

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

## MarAd Contracts Awarded

# SIU Members Will Sail Aboard



## Ready Reserve Force Ships

The U.S. Maritime Administration recently announced the award of operating contracts for the U.S. Ready Reserve Force (RRF)—a development that helps ensure the job security of Seafarers for years to come. Seafarers-contracted companies will operate all 54 ships in the RRF fleet, including the *Cape Vincent*, pictured above at anchor in the harbor off Souda Bay, Crete, Greece. The decks of the ship are loaded with heavy military equipment to supply troops mobilizing in support of the continuing war on terrorism. Page 3.

## Maritime Progress Spotlighted by MTD



### Convention also Highlights Need for Labor Solidarity

Guest speakers at the Maritime Trades Department, AFL-CIO 2005 quadrennial convention July 21-22 in Chicago offered passionate words of support for U.S. maritime labor and also stressed the importance of solidarity throughout the union movement. Pictured at right (from left) are MTD and SIU President Michael Sacco, AFL-CIO Secretary-Treasurer Rich Trumka and MTD Secretary-Treasurer Frank Pecquex. Some of the delegates and guests are pictured above. Pages 3, 11-14.



## Rescues at Sea!



### CIVMARS Save Lives in Separate Incidents

Members of the union's Government Services Division recently participated in separate rescues at sea. Above, a rescue boat from the Seafarers-crewed Military Sealift Command combat stores ship *USNS San Jose* retrieves a Pakistani fisherman stranded off the coast of the United Arab Emirates. Seafarers from the *Oscar Sette* later were involved in a rescue in Hawaii. Pages 4, 5.

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# President's Report

## United We Stand

John Sweeney said it best. When it comes to division within the labor movement, only our enemies are rejoicing.



Michael Sacco

Sweeney, the president of the AFL-CIO, made that comment just before three major unions left the federation in late July. The departures of the Service Employees, Teamsters and United Food and Commercial Workers coincided with the AFL-CIO convention in Chicago.

In the wake of their leaving, media types across the country—many of whom don't understand or could care less what unions do—offered lots of talk about what it all means for the AFL-CIO, for rank-and-file union members and for working families in general. Some said there may be a silver lining, in that the division could spur changes in the approach to organizing campaigns that lead to growth in union membership. Others said it might signal the beginning of the end of the union movement in the United States. Still others took a more cautious view, acknowledging that no one knows for sure what it'll mean in the long run.

For the time being, I think it's clearly a step in the wrong direction. Solidarity is such a fundamental concept in the labor movement, I'm skeptical that anyone honestly views disaffiliations as a positive step for any union or for any worker.

But I'm equally confident that this won't be a fatal blow to our movement. Unions have come and gone throughout America's history. The American Federation of Labor can trace its roots to the 1880s. In fact, as many of you know, the American Federation of Labor and the Congress of Industrial Organizations weren't even in the same federation for about 20 years, from the mid-1930s until 1955. The CIO started out as a splinter group from the AFL.

Eventually, the officials and members of that day relearned the old lessons of solidarity, and the AFL-CIO was formed. I don't know how long it will take this time, but there's no reason why we cannot reunite somewhere along the line. After all, the working people in the grocery stores, or moving cargo on trucks, or cleaning the floors are still union members—like us, fighting for better conditions for all.

In the SIU, we know all about the benefits of unity and the drawbacks of standing apart. We learned a hard lesson for 40-some years fighting the old NMU. Employers enjoyed pitting us against each other. All of that changed when the NMU merged into the SIU four years ago. I don't know anyone who could say with a straight face that we're not stronger today than we were before merger. It's really very simple: In unity, there is strength.

I remain on record as fully supporting John Sweeney along with AFL-CIO Secretary-Treasurer Rich Trumka and AFL-CIO Executive Vice President Linda Chavez-Thompson. I believe they have done outstanding jobs under extremely challenging circumstances. They are friends to our union and, more importantly, they are hard-working, effective people of integrity.

Along those lines, I deeply feel that our union is stronger as an affiliate of the AFL-CIO. The AFL-CIO is the greatest friend of America's working families. I'm proud that the SIU is part of such an organization.

In fact, among all the words written and said about organized labor during the AFL-CIO convention, I was pleased to see a decent amount of acknowledgment of just how much unions have done for American workers. Like the ad says, the labor movement brought workers the weekend. We're also the folks who brought pensions, overtime, vacations, health insurance, safe work rules and many, many other benefits to the people who form the backbone of the United States: the rank-and-file workers.

The things that have always been good and important about unions remain good and important today. We absolutely have an ongoing vital role to play in today's society, and we will continue to meet that obligation, no matter what obstacles lay ahead.

Regardless of the actions of any other union, we in the SIU will survive and move forward.

# Sweeney: Federation Will Persevere

AFL-CIO President John Sweeney—despite the July defections of three major unions and resulting loss of more than 3 million members—has vowed to hold the federation together and continue to guide its crusade for the future of America's working families.

The ditching of the federation by the International Brotherhood of the Teamsters, Service Employees International Union and United Food and Commercial Workers coincided with the labor organization's convention in Chicago July 25-28. During that conference, which marked the 50<sup>th</sup> anniversary of the federation's formation, Sweeney and members of his team (Secretary-Treasurer Richard Trumka and Executive Vice President Linda Chavez-Thompson) were reelected as the AFL-CIO's top leaders. They initially were elected to their respective offices in 1995.

Sweeney learned that the defectors formally had quit the federation just prior to the delivery of his keynote address to the convention delegates. He pulled few punches on how he viewed the actions of the rebel unions. He also left little doubt about how he viewed the federation's future. In part, the AFL-CIO president said, "One of my greatest responsibilities as your president is to be honest with you when things go wrong, and this morning is one of those times. Despite the best efforts of a lot of good people, several of our largest unions have decided not to join us at this historic convention—this crucial convention. I am deeply disappointed my own union is among them.

"One of the film clips you saw in the preamble presentation was from the 1936 strike that launched my union—SEIU Local 32BJ in New York City. Those men and women literally had to kick their way into the AFL—the federation didn't want them because they were only lowly janitors and elevator operators. They got a charter, but the AFL revoked it after their first organizing campaign failed. But with the help of the typographers and the garment workers and dozens of other unions, they won a huge strike for recognition. Within 10 years they had 40,000 members and they became the flagship of SEIU—a sturdy financial and spiritual base for the leaders who followed.

"After that history of struggle to get into the AFL, pulling out of our convention dishonors the founders and the members of my union."

Sweeney described the fractures as "a tragedy for working people. Because at a time when our corporate and conservative adversaries have created the most powerful anti-worker political machine in the history of our country, a divided movement hurts the hopes of working families for a better life.

"And that makes me very angry. The labor movement belongs to all of us—every worker—and our future should not be dictated by the demands of any group or the ambitions of any individual.

"But it is also my responsibility to hold our movement together, because our power is vested in our solidarity. So I want you to know I will overcome my own anger and disappointment and do everything in my power to bring us back where we belong—and that's together..."

Two weeks after the convention, during an appearance before the delegates and guests of the 67<sup>th</sup> Convention of the AFL-CIO Building and Construction Trades Department in Boston, Sweeney stated, "We don't have time to wring our hands in anguish over the internal difficulties we're facing because the external challenges we're confronting grow more urgent every day. So when it comes to the unions that have disaffiliated, let me paraphrase an old labor challenge. Let's pause and say a prayer for the dead, but let's get back up and put on the armor of solidarity and keep fighting like hell for the living."

Sweeney and members of his team developed a plan to improve the ability of the union movement at all levels to organize and mobilize its members for political action. The team's plan, adopted by AFL-CIO convention delegates, calls for major structural changes in the federation to better enable the union movement to fight back against 30 years of corporate assault, abetted by lawmakers who frequently do the bidding of big business and compounded by massive global economic changes. It also provides extensive new resources for organizing and creates a year-round political mobilization.

Delegates approved raising the per capita tax for each national and international union and organizing committee to 65 cents per member per month, up from 53 cents. They supported convention action on Resolution 61, which establishes a special fund to provide emergency support to state and central labor bodies, to combat raids by disaffiliating unions and to assist trade and industrial departments.

## Report: 77 Million Americans Struggle with Medical Bills

The high cost of health care and inadequate health insurance coverage are undermining the financial security of millions of Americans, says a new study by The Commonwealth Fund.

According to a report from that organization, nearly two of five adults ages 19 and older in the U.S.—an estimated 77 million people—struggle with medical bills and have recent or accrued medical debt, or both. Sixty-three percent of those reporting medical bill problems or medical debt went without needed care due to cost, compared with 19 percent of adults without medical bills or debt. The study further revealed that even those who have health insurance are not immune: three of five (62 percent) working-age adults were insured at the time their medical bill or debt problem occurred.

The study, *Seeing Red: Americans Driven into Debt by Medical Bills*, by Commonwealth Fund staff members Michelle M. Doty, Jennifer N. Edwards, and Alyssa L. Holmgren, is a new analysis of data from the organization's Biennial Health Insurance Survey. It sheds light on the health care experiences of both insured and uninsured adults.

"We are beginning to see in the United States that, for some,

it's becoming harder and harder to distinguish the insured from the uninsured," Doty said last month during an interview. She added that the trend toward high-deductible health plans may mean more people who have insurance will face increased medical debts.

Companies throughout the country over the past two years have been using plans that require employees to pay higher deductibles and more out-of-pocket costs to help combat rising health premiums. These costs may surge by 11 percent next year, a survey by PriceWaterhouseCoopers said. Doty added that the year "2003 was just the beginning of the trend of high-deductible plans. We suspect it will be worse in our next survey."

Insured adults with less comprehensive coverage are more likely to face medical bill or debt problems than those with more comprehensive coverage, according to the report. Nearly half (48 percent) of insured working-age adults whose insurance does not include prescription drug coverage reported medical bill or debt problems, compared to one-third with prescription drug coverage. Nearly two-thirds of working-age adults who reached the limit of what their insurance plan would pay for a specific treatment or ill-

ness experienced medical bill problems, medical debt, or both, compared to 30 percent of those who did not reach their insurance limit.

"The trend toward higher deductibles in employer plans may have gone too far," said Commonwealth Fund President Karen Davis. "Greater care should be taken to ensure that health care is affordable for lower-wage workers if all Americans are to get the care they need and preserve savings they will need in retirement."

"We should be concerned not only about growing numbers of uninsured Americans, but the underinsured—those who are insured but still lack financial and health security," said Doty, senior analyst at the Fund and lead author of the report. "Facing unmanageable medical bills and debt, and forgoing medical care because of cost defeats the purpose of health care coverage."

Other findings of the study include:

- Americans over 65 are better protected against medical bill problems than working-age adults. A wide majority—71 out of the 77 million reporting medical bill problems or debt problems—are ages 19 to 64. Two of five (41 percent) adults ages 19 to 64 report medical bill and/or debt problems, compared

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# SIU to Sail Aboard 54 RRF Ships

In an announcement that helps ensure job security for SIU members for years to come, the U.S. Maritime Administration (MarAd) in late July announced the award of operating contracts for the U.S. Ready Reserve Force (RRF).

Seafarers-contracted companies will operate all 54 ships in the RRF fleet. On 43 of those vessels, SIU members (including members of the old NMU) will fill all of the unlicensed positions. On the other 11 ships, SIU members exclusively will sail in the steward department.

"The MarAd announcement says a lot about the reliability of both SIU members along with the union's contracted operators," stated SIU President Michael Sacco. "The new contracts are a great opportunity for Seafarers, and I know that the RRF crews will continue doing an excellent job as part of our nation's fourth arm of defense."

MarAd announced that most of the new ship management contracts "are built on a four-year base period and include two three-year extension options that will be based on the company's performance."

The contract awards for the military support ships are as follows:

- **Crowley Liner Services, Inc.** (11 ships)—*Cape Washington, Cape Wrath, Wright,*

- Cape Taylor, Cape Texas, Cape Trinity, Cape Intrepid, Cape Island, Cape Inscription, Cape Isabel, Curtiss*

- **Pacific Gulf Marine** (10 ships)—*Diamond State, Cape Henry, Cape Horn, Cape Hudson, Keystone State, Gem State, Grand Canyon State, Alatna, Chattahoochee, Nodaway*

- **Patriot Contract Services, LLC** (8 ships)—*Admiral William M. Callahan, Cape Orlando, Cape Gibson, Cape Girardeau, Cape Fear, Cape Florida, Cape Flattery, Cape Farewell*

- **Keystone Shipping Services, Inc.** (7 ships)—*Cape Race, Cape Rise, Cape Ray, Cape Victory, Cape Vincent, Cape Kennedy, Cape Knox*

- **Marine Transport Lines** (6 ships)—*Cape Edmont, Cape Ducato, Cape Decision, Cape Douglas, Cape Diamond, Cape Domingo*

- **Interocean American Shipping Corp.** (5 ships)—*Gopher State, Flickertail State, Cornhusker State, Petersburg, Chesapeake*

- **Matson Navigation Company** (3 ships)—*Comet, Meteor, Cape Jacob*

- **Ocean Duchess, Inc.** (2 ships)—*Cape May, Cape Mohican*

- **Horizon Lines, Inc.** (2

- ships)—*Cape Lambert, Cape Lobos*

Seafarers will sail in the steward department aboard the Matson and Patriot ships.

MarAd estimated the total value of the contracts at \$1.9 billion over 10 years.

"We have seen firsthand that the Ready Reserve Force provides a vital link to the men and women of the armed services by carrying thousands of military vehicles, aircraft and other materiel to support operations in Afghanistan and Iraq," U.S. Transportation Secretary Norman Mineta said. "This is an extremely cost-effective and well-run program that keeps us prepared to rapidly respond to the military's needs."

As of late July, there had been 91 RRF ship activations since December 2002. According to MarAd, those vessels have carried nearly 15 million square feet of cargo, or roughly the equivalent of 310 football fields of material.

"The Ready Reserve Force has moved an extraordinary amount of cargo over the past several years and our nation's maritime industry has kept this fleet in good working order and worked diligently to show its value," Acting Maritime Administrator John Jamian said.

The agency further noted that



The *Gopher State* (above) and *Cape Diamond* (left) are two of the 54 Seafarers-contracted ships in the U.S. Ready Reserve Force.

The RRF was established in 1976 and was significantly strengthened after the Gulf War in 1991 in order to ensure the mili-

RRF ships "are kept in a high state of readiness at fifteen ports located on the Atlantic, Pacific, and Gulf coasts of the United States. Some ships also are kept in a prepositioned status overseas."

tary's continued access to cargo capacity. Many of the ships have unique capabilities and have been used for humanitarian missions such as carrying aid to Haiti and participating in the December 2004 tsunami relief efforts.

## U.S. Maritime Industry's Progress Highlighted at MTD Convention

### Speakers also Emphasize Need for Labor Solidarity

Guest speakers at the Maritime Trades Department, AFL-CIO 2005 quadrennial convention offered strong words of support for U.S. maritime labor and also emphasized the crucial need for solidarity throughout the union movement.

In order of appearance, the following individuals addressed the convention, which took place in Chicago July 21-22: John Sweeney, president, AFL-CIO; Margaret Blackshere, president, Illinois AFL-CIO; Richard Trumka, secretary-treasurer, AFL-CIO; Colin Veitch, president and CEO, Norwegian Cruise Line; Captain Michael Seifert, chief of staff, U.S. Military Sealift Command; Governor Rod Blagojevich (D-Ill.); Linda Chavez-Thompson, executive vice president, AFL-CIO; Dave Meehan, president and CEO, Kvaerner Philadelphia Shipyard; and Chris Koch, president and CEO, World Shipping Council.

Convention delegates re-elected MTD President Michael Sacco to a four-year term. They also re-elected MTD Vice President Ernie Whelan and MTD Executive Secretary-Treasurer Frank Pecquex.

The MTD is composed of 24 international unions and 24 port maritime councils in the United States and Canada representing millions of working men and women.

In his opening remarks, Sacco noted the U.S. maritime indus-



MTD President Michael Sacco (left) welcomes Chris Koch, head of the World Shipping Council, to the department's convention July 22 in Chicago.

try's considerable progress since the prior convention four years earlier. That sentiment was consistent with the convention's theme: Blueprints to Blue Seas, a reflection of the numerous new U.S.-flag ships that have been christened since 2001.

"When you reflect on the last four years, it's no stretch at all to say we've made a number of substantial gains," the MTD president stated. "American commercial shipbuilding has been moving forward—and most of it is in union shipyards. Members of MTD unions have built new container ships, new tankers, new ATBs and other vessels. More are on the way."

"Earlier this year, the unionized Philadelphia-Kvaerner Shipyard announced that 10 new U.S.-flag tankers will be built there. Ten! If that's not proof that we're headed in the right direction, I

don't know what is." He also noted both the rebirth of the deep sea U.S.-flag passenger ship industry—a development that means thousands of jobs for our

members—and the enactment of the new Maritime Security Program that expands the U.S.-flag MSP fleet from 47 to 60 ships.

Turning his attention toward the U.S. Merchant Marine's role as part of America's fourth arm of defense, he observed, "We've answered our nation's call in Operations Enduring Freedom and Iraqi Freedom. As I've stated before, regardless of anyone's individual feelings about the war itself, the bottom line is that many of our members are in Iraq and Afghanistan and elsewhere, doing their jobs and making sacrifices to protect our freedom. We support them and we support our troops."

Besides hearing from the guest speakers, convention delegates passed a number of resolutions designed to help map out the department's agenda for the next four years. Those topics included health care, the Employee Free

For complete coverage of the MTD convention, see pages 11-14.

Choice Act, retirement security, towing vessel inspections, the Maritime Security Program, dredging, dock worker safety and more.

Additionally, they passed a statement titled "Standing with Transportation Workers" that was introduced in the wake of the attacks in London.

"The Maritime Trades Department, AFL-CIO, its affiliates and its Port Maritime Councils salute the transportation workers of the world and mourn the loss of each and every innocent life from these cowardly attacks," the resolution read in part.



Delegates and guests listen to Illinois Gov. Rod Blagojevich during the MTD convention's opening day.

# CIVMARS Rescue 23 in Hawaii

## Oscar Sette Picks up Sailors after Mysterious Grounding

Seafarers aboard a National Oceanic Atmospheric Administration (NOAA) vessel recently came to the aid and assistance of 23 sailors whose vessel ran aground in the Northern Hawaiian Islands (NWHI).

The *Oscar Elton Sette*—crewed by members of the union's Government Services Division—on July 3 rescued the crew and passengers from the 145-foot American-flagged *Casitas*, which, one day earlier and for reasons unknown, had run aground some 86 miles from Midway Island on Pearl and Hermes Atoll, Hawaii. The atoll is located or about 1,000 miles northwest of Honolulu.

No one was injured when the accident occurred, but the *Casitas* sustained major damage to its hull. Crew members loaded themselves into small boats and waited for assistance. They later were extracted from the sea by the crew from the *Sette*.

In addition to the ship's seven-member crew, 16 divers—scientific personnel—from the NOAA/University of Hawaii Joint Institute for Marine and Atmospheric Research also were aboard the *Casitas*. All 23 initially were transported to Midway Atoll aboard the *Sette*. On July 5, they were flown to Oahu, Hawaii aboard a U.S. Coast Guard C-130 Hercules aircraft.

The unlicensed crew aboard the *Sette* during the rescue included Kenneth Motoyama, **Jonathan Saunders**, Bruce Mokiao, Kevin Sund, Huntly Brownell, James McDade, **James Scott Jr.** and **Isreal Caldwell**.

At the time of the grounding, the *Casitas* was laden with approximately 30,000 gallons of diesel fuel, 3,000 gallons of gasoline, 200 gallons of lube oil, and 14 metric tons of marine debris on board. Because of this cargo, steps were taken by the appropriate authorities to manage any

potential spill.

Immediately following the accident, U.S. Coast Guard aircraft continually monitored the situation via flights over the scene. A dive company conducted hull assessments on the grounded ship and shipboard assessments were initiated by the Coast Guard National Strike Force Team—a team specializing in marine environmental response. The Coast Guard Cutter *Walnut*, which is equipped with a spill recovery system, also was dispatched to assist in cleanup efforts should the need arise.

In the days that followed, most of the potential environmental pollutants were transferred from the *Casitas* to a barge. The *Casitas* on Aug. 4 successfully was removed from the reef where it had rested for more than a month. The vessel—owned and operated by Seattle, Wash.-based F/V Northwind Inc and valued at \$1.2 million—was judged by res-

cue crews to be too damaged to salvage. It therefore was scuttled at sea. Equipment and personal gear were removed from the *Casitas* prior to sinking. Because of safety concerns, however, some 15 tons of marine debris

and other trash were left aboard the vessel but stowed in sealed, double-hulled holds. The *Casitas* was sunk in 7,200 feet of water about six miles north-northwest of its grounding.

NOAA had chartered the *Casitas* to assist in the removal of marine debris in the remote island chain. Reports say the members of the vessel's crew were picking up fishing nets and other debris when the mishap occurred.



Photo courtesy of NOAA

The *Oscar Sette*, crewed by members of the union's Government Services Division, rescued 23 people whose vessel had run aground in the Northern Hawaiian Islands.

### NOTICE

#### Electrical Maintenance Course Offered

The Paul Hall Center for Maritime Training and Education is offering a new two-week course titled Marine Electrical Maintenance Refresher. This class is open to QMED-Any Ratings and those possessing an electrician's endorsement. Please note that the class cannot be used to raise an individual's QMED classification rating.

The course's purpose is to enhance the electrical skills and education of those individuals interested in sailing as electricians. The class will focus on hands-on electrical training with a minimum of classroom sessions. Students will review the most common electrical troubleshooting, maintenance and repair techniques required to successfully perform the duties of a marine electrician on the latest shipboard equipment.

Upcoming course dates are as follows:

October 3-14  
October 17-28  
October 31-November 11  
November 28-December 9

Each course is limited to a maximum of 10 students. For additional information please contact the Paul Hall Center admissions office at (301) 994-0010, extension 5210 between 8:30 a.m. and 4:30 p.m. U.S. East Coast time.

It is the instructors' intent that at the end of the course each student will satisfactorily be able to:

- Troubleshoot and replace bad florescent fixture ballasts
- Replace burned-out florescent lamps
- Install new florescent lighting fixtures
- Perform handheld equipment cord and plug maintenance
- Perform motor resistance to ground (megger) checks and record properly
- Locate and replace blown fuses
- Locate and correct loose electrical connections
- Locate and properly wire a three-phase motor for correct direction of operation
- Replace motor bearings
- Troubleshoot and repair/replace bad switches.

## SIU Credited for Quick, Smooth Activations

### 2 Hurricanes Prompt Many Mobilizations

The presidents of two SIU-contracted companies recently thanked Seafarers and SIU officials for quickly and efficiently crewing up nine vessels that were mobilized because of hurricanes.

SIU members turned to aboard seven ships operated by American Overseas Marine (AMSEA) because of Hurricane Dennis in early July, then crewed up two vessels operated by 3PSC under the threat of Hurricane Irene in August.

AMSEA President Peter Lawrence wrote in a letter to SIU President Michael Sacco, "I would personally like to thank the Seafarers International Union for crewing three of the LMSR and four of the fast sealift vessels that were layberthed in the New Orleans area during the Hurricane Dennis sortie. We received the call at noon on Wednesday, July 6 and in less than 36 hours the vessels were crewed and commenced sailing on Friday morning, July 8.... The task required tremendous cooperation and organization to accomplish such an expeditious crewing effort.

"AMSEA would like to

express our appreciation and a heartfelt well-done to the SIU team."

Lawrence also specifically credited SIU New Orleans Port Agent Steve Judd and the rest of the officials and staff at the New Orleans hall along with the SIU crew members.

The following vessels were mobilized from New Orleans: *USNS Bellatrix*, *USNS Altair*, *USNS Algol*, *USNS Brittin*, *USNS Bob Hope*, *USNS Pollux* and the *USNS Fisher*.

3PSC President Gary King, writing to SIU Vice President Contracts Augie Tellez about the

activations of the *USNS Gordon* and *USNS Gilliland* from Norfolk, Va. on August 11 noted, "Both ships were fully manned less than 55 hours later, achieving FOS status at 1600 on August 13<sup>th</sup>. I would like to thank and congratulate the SIU for their contribution to our success in this activation. With the Norfolk hall in the lead, we were also directly supported by the Jacksonville, New Orleans, Piney Point, Tacoma and Wilmington port agents and dispatchers. On our first occasion of activating both ships simultaneously, we were very gratified to know that we can count on the SIU to support us when 'the chips are down.'"

King added, "We would like to particularly acknowledge the significant contribution made by Sam Spain and Georg Kenny in the Norfolk hall."



Seafarers recently mobilized the *USNS Fisher* and other vessels to sail away from potential harm caused by hurricanes along the Gulf and Atlantic coasts.

## BP, Crowley Honored

BP Shipping, Inc. and Crowley Marine Services were presented with the prestigious 2005 Legacy Award at the annual meeting of the Pacific States/British Columbia Oil Spill Task Force, held July 27 in Anchorage, Alaska.

The Task Force gives Legacy Awards for projects, accomplishments or leadership that demonstrate innovation, management commitment and improvements in oil spill prevention, preparedness or response resulting in enhanced environmental protection.

The 2005 Annual Legacy Award was given to BP Shipping, Inc. in acknowledgment of its "sustained superior performance in the prevention of petroleum spills along the West Coast," according to the Pacific States/British Columbia Oil Spill Task Force. BP Shipping is involved in operating SIU-

crewed tankers that carry Alaska crude oil to West Coast refineries; oil spill prevention is a daily and central aspect of their business practices.

Crowley received the award specific to their operation their Seafarers-contracted subsidiary Marine Transport Corporation (MTC), which operates a fleet of four articulated tug and barges (ATBs) transiting Alaska, Hawaii and the North American Pacific Coast. MTC has loaded and discharged more than 44 million barrels of oil in 1,031 transfers in the TAPS trade without a single oil spill.

According to the Oil Spill Task Force, the Legacy Award Program began in 1999. The Task Force has since given awards in the following categories: tanker operators, cargo vessel operators, tug and barge operators, oil spill response organizations, public interest organizations, state agencies, federal agencies, private citizens, public agency employees, response industry employees, and government/industry teams.

# Legislators Cite Civilian Mariners' Unique Role in National Defense

## Senator, Congressional Reps Urge Exclusion from NSPS

A United States senator and eight U.S. Congressional representatives recently urged U.S. Secretary of Defense Donald Rumsfeld to exclude civilian mariners from all provisions of the new Department of Defense (DoD) National Security Personnel System (NSPS).

"The existing civilian mariners system has served this nation well, and including these individuals in the NSPS may have the unintended consequence of impairing our military sealift capability," wrote Senator Rick Santorum (R-Pa.) in a letter dated July 26.

A month earlier, the following Congressional representatives expressed similar sentiments in a joint letter to Rumsfeld: Jim Saxton (R-N.J.), Don Young (R-Alaska), Chris Smith (R-N.J.), Frank LoBiondo (R-N.J.), Candice

Miller (R-Mich.), Charles Boustany (R-La.), Walter B. Jones (R-N.C.) and Jo Ann Davis (R-Va.).

"CIVMARS have played a critical role as an adjunct and a resource to our Nation's war fighters by placing themselves in harm's way while serving on U.S. Military Sealift Command ammunition ships, combat stores ships, hospital ships and ocean tugs as well as U.S. Army Corps of Engineers' vessels and Navy pilot vessels," the representatives noted in their communication to Rumsfeld. "The existing CIVMARS system has a proven record of providing the DoD with a ready pool of well-trained, highly skilled, experienced U.S. seafarers who are able to achieve cost and operational efficiencies through innovative commercial crewing models. But that could change dramatically" if

they are included in the new NSPS.

The representatives hit on a key element of this situation when they pointed out, "Many of those directly involved have serious concerns that the introduction of the NSPS will cause a disconnect between CIVMARS and the commercial maritime industry leading to a reduced pool of qualified CIVMARS, and potentially impairing DoD's ability to crew ships in time of need or national emergency.

"Given the potential consequences to our military sealift and our CIVMARS, particularly at a time when we are relying heavily on sealift to support our troops worldwide, we would strongly encourage DoD to seriously consider excluding CIVMARS from the NSPS."

Santorum observed that due to their "unique circumstances," civilian mariners "have historical-

ly been treated differently under DoD personnel rules, most notably as legally exempted service employees. The Department has acknowledged this uniqueness, saying that civilian mariners' working conditions more closely resemble those of active duty military personnel than most other Federal employees...."

There is extremely urgent concern throughout the labor movement regarding the new and proposed personnel rules. Unions have filed lawsuits in federal court to

block implementation of the NSPS and Department of Homeland Security personnel regulations.

On August 12, a federal judge rendered a decision regarding the Department of Homeland Security new personnel system regulations. These regulations are similar to those issued by DoD for the new NSPS. The decision was 57 pages in length.

The judge held that the HR system does not lead to enforceable contracts because the DHS secretary can unilaterally declare contracts null and void without prior notice to the unions or employees. The court also found that the regulations unlawfully changed the functions of the Federal Labor Relations Authority.

A lawsuit is expected to be filed concerning the NSPS. Visit [united-dodworkerscoalition.org](http://united-dodworkerscoalition.org) for more information.

## CIVMAR-Crewed USNS Bridge Delivers In War on Terrorism

It has been slightly more than a year since the combatant U.S. Navy ship *USS Bridge* transformed into the fast combat support ship *USNS Bridge*—a vessel crewed by members of the SIU's Government Services Division.

The ship changed a great deal to prepare for its new job with the U.S. Military Sealift Command (MSC). It spent several months in the shipyard getting ready for a new crew. Weapons were removed, a new navigation suite was installed, and the cargo fuel system was upgraded.

In early May 2005, the *Bridge* deployed with a carrier strike group for the first time as a non-combatant.

"The Supply-class fast combat support ships are the only logistics support ships that can keep pace with the strike groups, making them ideal for deployment," said Al Edkins, a representative from MSC's Naval Fleet Auxiliary Force Program.

The *Bridge* and its sister ships—the *USNS Arctic*, *USNS Supply* and *USNS Rainier*, also crewed by SIU CIVMARS—have a top speed of 25 knots. A fast combat support ship is a "triple product" ship carrying fuel, ammunition and stores. MSC describes the fast combat support ships as being ideal for strike group operations because, by delivering multiple products, they reduce the overall number of ships needed to support the strike group.

The *Bridge* deployed with the *USS Nimitz* carrier strike group in May to conduct operations in the central and western Pacific Ocean as well as in the Persian Gulf in support of the global war on terrorism. During the first two months of its deployment, the *Bridge* delivered more than 10 million gallons of fuel and more

than 75,000 square feet of supplies.

The *Bridge* will continue to resupply the *Nimitz* and the other four ships in the strike group—destroyers *USS Higgins* and *USS Chafee*, cruiser *USS Princeton* and submarine *USS Louisville*—as well as other coalition ships during the remainder of the current six-month deployment.

Although this is its first official deployment, the *Bridge* has been supporting the fleet since it completed its modifications in late February. It has participated in anti-submarine exercises and ship boarding operations and has provided logistical support to several different fleet components along the way.

The *Bridge's* first deployment is a landmark for MSC in more than one sense. In addition to supporting its first strike group as a noncombatant, the agency reports that the *Bridge* also is the first MSC ship to carry United Kingdom Royal Fleet Auxiliary officers as part of a pilot officer exchange program between the RFA and MSC. The two commands have had an exchange program on the headquarters level since the 1980s, but the *Bridge* brought the program to the ship-board level this year.

According to MSC, the RFA officers were placed on a Supply-class ship because MSC's fast combat support ships operate the same way the U.K. Navy would like their future ships to operate. In exchange, an engineering officer from MSC will spend time on board an RFA Wave Knight-class tanker to gain experience in diesel electric propulsion systems and procedures—a system that will be used on board MSC's new Lewis and Clark-class dry cargo/ammunition ships.

## CIVMARS Save Fisherman

The keen eyesight of a naval aviation electronics technician and a ship lookout, complemented by the swift response of the crew from an SIU-contracted Military Sealift Command (MSC) vessel in June fused to save the life of an Arab fisherman on the high seas.

The *USNS San Jose*, crewed by members of the SIU's Government Services Division, on June 25 had just departed its home port in Apra Harbor, Guam for its fifth fleet deployment in support of Operation Enduring Freedom. Shortly after noon, AT2 Scott Lattin from the *San Jose's* embarked helicopter detachment, reported sighting black smoke off the ship's starboard quarter. Justin Griffin, the mate on watch, after notifying the ship's master, Capt. Steven M. Perdue, reversed course to close in on what later was identified as an ablaze fishing vessel.

Capt. Perdue brought the *San Jose* close to the boat, which now was engulfed in flames and billowing a large amount of black smoke. As the *San Jose* rapidly approached, the captain ordered the vessel's rescue boat to launch and search for survivors.

Shortly thereafter, the *San Jose's* lookout reported sighting an object in the water some 100 yards upwind of the smoke source. The vessel's rescue boat crew sped toward the object. As they got closer, they discovered that the object was, in fact, a man clinging to a blue plastic container.

The rescue boat then darted in and recovered the lone survivor—later identified as Pakistan national Mamad Ali—from the ocean. Meanwhile, the burnt hulk of Ali's fishing boat slowly began its plunge beneath the waves.

After being taken aboard the *San Jose*, Ali was examined by Aaron Jackson, the ship's medical services officer. The rescued fisherman later was given food, water and dry clothes. Senior Chief Petty Officer Art Jocson and Chief Mate Jim Moree attempted to interview the survivor who spoke virtually no English. After Moree said the names of several coun-



Photo courtesy MSC

The Seafarers-crewed Military Sealift Command combat stores ship *USNS San Jose* retrieved a Pakistani fisherman stranded off the coast of the United Arab Emirates.

tries which were geographically located in the area, the fisherman identified himself as a Pakistani.

"I had to say my name a few times to him and placed my hand over my chest until he finally got it," said Jocson. "He then said his name was Mamad Ali."

Supply Utility Katherine Spohn gave Ali a *San Jose* polo shirt and ball cap. "He looked frightened and confused," said Spohn. "I just wanted to let him know that he was amongst friends."

Crew members later learned that the vessel they watched sink in fact was the very same craft they had happened upon the previous night while off the coast of Fujairah, United Arab Emirates. Ali had been shining lights at the ship and in the water around his fishing boat in what *San Jose* had assumed was an attempt to make the presence of fishing nets in the area known. In response, the *San Jose* steered clear of the area to avoid running over the nets.

Ali, who did not know any international distress signals, spent another night aboard his broken-down boat. The next morning, in an act of desperation, he lit his boat on fire in an attempt to draw attention to his plight. The *San Jose* got the message and responded immediately. From start to finish, it took the *San*

*Jose's* crew less than 14 minutes to complete the operation and recover the wayward sailor.

When asked about the rescue, Able Seaman German Garcia said, "As a crew member of *USNS San Jose* and team member of the ship's rescue boat, I'm very proud to have helped save a man's life. When we saw the man drowning, immediately we made all possible efforts to save him. He was extremely lucky because there were no other ships around but us for as far as the eye could see. He was truly given a second chance at life."

"I didn't know what to think until I saw him clinging to a blue five-gallon plastic can, his only means of flotation," said rescue boat crew member, Able Seaman Franklin Finona. "From that point on we did everything we could to get him to safety."

The next day when *San Jose* pulled into port, Ali was met by an embassy official who took him to the Pakistan Consulate Office. As the rescued fisherman walked down the ship's ladder, he turned around, gave a big wave and smiled.

In a message to the ship, Capt. Thomas D. Goodwin, commander, Task Force 53, said, "Your can-do attitude, enthusiasm and superb flexibility guaranteed mission success."



Photo courtesy MSC

Crewed by members of the union's Government Services Division, the *USNS Bridge* (right) conducts a replenishment operation alongside the nuclear-powered aircraft carrier *USS Nimitz*.

# Federation Posts Labor Day Q&A

The AFL-CIO recently posted the following "Q&A" on its web site, [www.aflcio.org](http://www.aflcio.org). It offers general information and background about Labor Day. Additional information is available on the federation's web site.

The SIU, an affiliate of the AFL-CIO, normally participates in Labor Day events throughout the country.

**Q:** When is Labor Day?

**A:** Labor Day is celebrated on the first Monday in September. For 2005, Labor Day falls on Sept. 5.

**Q:** Why do we celebrate Labor Day?

**A:** Labor Day is the one day that honors the contributions of working men and women to America's social and economic life.

**Q:** When was Labor Day first celebrated in the United States?

**A:** On Sept. 5, 1882, when

about 20,000 working people marched in New York City to demand an eight-hour workday and other labor law reforms. In a parade up Broadway, sponsored by New York's Central Labor Union, they carried banners reading, "Labor Creates All Wealth" and "Eight Hours for Work, Eight Hours for Rest, Eight Hours for Recreation." About a quarter million New Yorkers turned out to watch.

**Q:** When did Labor Day become a national holiday?

**A:** After the first Labor Day in New York City, celebrations began to spread to other states as workers fought to win workplace rights and better working conditions and wages at a time when they had little power. In 1893, New York City workers took an unpaid day off and marched around Union Square in support of a national Labor Day. The following year, 12,000 federal troops were called into Pullman, Ill., to break up a huge

strike against the Pullman railway company and two workers were shot and killed by U.S. deputy marshals. In what most historians call an election year attempt to appease workers after the federal crackdown on the Pullman strike, shortly after the strike was broken, President Grover Cleveland signed legislation making the first Monday in September Labor Day and a federal holiday. Cleveland lost the election.

**Q:** Who founded Labor Day?

**A:** That's a matter of dispute among historians. Some say Peter J. McGuire, general secre-

tary of the Brotherhood of Carpenters and Joiners and a co-founder of the American Federation of Labor, first suggested a day to honor workers. Others credit Matthew Maguire, a machinist who served as secretary of the Central Labor Union in New York.

**Q:** Is Labor Day just about unions?

**A:** No. The U.S. Department of Labor describes Labor Day this way: "It is a creation of the labor movement and is dedicated to the social and economic achievements of American workers. It constitutes a yearly

national tribute to the contributions workers have made to the strength, prosperity and well-being of our country."

**Q:** What international holiday is Labor Day's closest relative?

**A:** May Day. In 1889, a workers' congress in Paris voted to support the U.S. labor movement's demand for an eight-hour workday. It chose May 1, 1890, as a day of demonstrations in favor of the eight-hour day. Afterward, May 1 became a holiday called Labor Day in many nations. It resembles the September holiday in the United States.

## SIU Contract Briefs

### MSC Awards Contract To Ocean Shipholdings

SIU-contracted Ocean Shipholdings, Inc. recently was awarded an agreement by the U.S. Military Sealift Command to continue operating four T-5 tankers for the agency.

The award, a small business set-aside charter, means that SIU members will continue sailing aboard the *USNS Paul Buck*, *USNS Lawrence Giannella*, *USNS Richard Matthiesen* and *USNS Samuel Cobb*.

### New Matson Agreement Features Many Gains

Seafarers recently approved a new three-year contract covering steward department mariners sailing aboard vessels operated by Matson Navigation. The agreement, retroactively effective July 1, calls for annual wage increases and also boosts monthly pension rates.

Additionally, the pact calls for yearly increases into the Seafarers Money Purchase Pension Plan, including a 6 percent increase the first year. It also maintains Seafarers Health and Benefits Plan coverage at the Core Plus level.

### Intrepid ATB Pact Increases Wages

Seafarers sailing aboard articulated tug-barge units (ATBs) operated by Intrepid Personnel and Provisioning recently okayed a new three-year contract. Ratified in mid-July, the agreement is retroactive to April and applies to four ATBs—the *Sea Reliance*, *Ocean Reliance*, *Coastal Reliance* and *Sound Reliance*.

The contract calls for annual wage increases in addition to other gains. It also provides for Seafarers Health and Benefits Plan coverage at the Core Plus level, the top level available under the SHBP.

## Report on Medical Bills

Continued from page 2

with 17 percent of adults ages 65 and older.

- African-Americans are at high risk for medical bill and debt problems. Half of African-American working-age adults have medical bill problems, compared with one-third of Hispanics and 28 percent of whites ages 19 to 64.

- Working-age women are more likely to report medical bill problems than men ages 19 to 64 (39 percent vs. 25 percent).

- Two-thirds of insured adults with annual premiums that are 10 percent or more of their income reported bill or debt problems, compared with about one-third of those with comprehensive benefits.

The self-stated mission of The Commonwealth Fund is to promote a high-performing health care system that achieves better access, improved quality, and greater efficiency, particularly for society's most vulnerable, including low-income people, the uninsured, minority Americans, young children, and elderly adults. The organization carries out this mandate by supporting independent research on health care issues and making grants to improve health care practice and policy.

## NOTICE

### Coast Guard Offers Pointers To Avoid Application Delays

The U.S. Coast Guard has posted the following "Top Ten Reasons Coast Guard Licensing Applications are Delayed." Avoid these pitfalls and follow the tips listed below to help facilitate the application process. (This information is listed on the agency's web site at [http://www.uscg.mil/STCW/new\\_top-ten-reasons.htm](http://www.uscg.mil/STCW/new_top-ten-reasons.htm)).

1. **Applications**—If the application is not completed, it will be returned for correction. Three signatures are mandatory: Section III ("Have you ever...?" questions), Section V (consent of National Driver Registry check), and Section VI (application certification). When the "Applying for:" block is left blank or is incomplete, the REC is left to guess what you want.

2. **Drug Screen**—A drug screen is often rejected because it does not contain the Medical Review Officer's (MRO) signature, it is a photocopy, or a company compliance letter is not written to meet the requirements of the Code of Federal Regulations, Title 46, Part 16, Section 220.

3. **Photographs**—Merchant Mariner's Documents (MMDs) and STCW certificates cannot be printed without a photograph. Two passport-size photos are needed when applying for an MMD or STCW.

4. **Physical Exam**—If the Merchant Marine Personnel Physical Examination/Certification Report is not complete, it will be returned for correction. Particular attention is paid to the "competent," "not competent," and "needs further review" boxes, which are frequently blank. Often, the type of color vision exam given in Section IV is not indicated, or mariners who wear glasses and/or contacts submit exams without their uncorrected vision listed in Section III.

5. **Original Certificates**—Photocopies of essential documents, even if notarized, are not accepted. Only original signatures, those documents signed by the issuing authority (e.g., course completion certificates) or official custodian (e.g., birth certificates) are acceptable. Original certificates will be returned when the evaluation is com-

pleted and the REC mails the newly issued credentials to the applicant.

6. **User Fees**—No or incorrect fees are included with the application. Licensing user fees changed as of Oct. 4, 1999. Current fees are published in the most recent *Code of Federal Regulations*, Title 46, Part 10, Section 109 and on the web at: <http://www.uscg.mil/STCW/l-user-fees.htm>.

7. **Current or Past License, Document, and/or STCW**—A mariner who is holding, or has held, a license, MMD and/or STCW certificate who does not indicate it in the history (Section II of the application) or does not include a copy of their credentials (front and back) with the application package. This especially applies for renewals and mariners with past transactions at other RECs.

8. **Sea Service**—Missing or conflicting information on the sea service letter (e.g., not including tonnage or horsepower, the position listed does not agree with other documents in the application package, or conflicting waters). Service should be documented with discharges, letters from marine employers, or small boat sea service forms. If a small boat service form is used, it must be certified and signed by the owner or proof of individual ownership is required.

9. **Written Statement**—If an applicant marks "Yes" in any block of Section III, a written statement is required. Note that all questions beginning with "Have you ever..." include all past convictions, even ones that may have already been disclosed. Simply stating "on file" will not suffice, statements should include the what, when, where, and penalties assessed for each incident, if it has already been disclosed to the REC, and whether there have been any new incidents. The applicant must sign and date the statement.

10. **Medical Condition**—Additional medical information is required whenever a medical condition is identified on the Merchant Marine Personnel Physical Examination Report.

### Seafarer's Shipboard Snapshots



GUDE John Cooper (left in photo at left) recently sent in these photos from two voyages earlier this year. At left, he is pictured with Unlicensed Apprentice Jimmie Williams aboard the *El Morro* in Jacksonville, Fla. in late May. At right, pictured aboard the *Maersk Integrity* back in March are Chief Cook Sandra Leonard (left) and Recertified Steward Stephanie Sizemore.



# Recertified Stewards Work Hard to Advance To Top Galley Rating

The climb up the culinary department ladder has been one of hard work and many sacrifices, but it recently paid off for nine Seafarers who, at the August membership meeting in Piney Point, Md., were rewarded with graduation certificates for completion of the steward recertification program.

As their names were read, **Mohamed Abdelfattah, Barry Alviso, Louins Johnson, Howard Lewis, George Monseur, Ernest Polk, John Rapoza, Glenn Taan and Terry White** each approached the podium to say a few words to the union's officials, representatives, fellow Seafarers, instructors and assembled guests. Each also had a bit of wisdom to impart to the current group of unlicensed apprentices present at the meeting who, one day, may find themselves in a similar position of having reached the highest level of training within their chosen department offered at the Paul Hall Center.

Some of the graduating students joined the union in their teens; others joined much later. But all have witnessed the changes, not only in themselves as they worked hard to get where they are today, but also in the Seafarers International Union as it continues to evolve in order to continue providing the best trained seafarers in the world.



Barry Alviso stirs up a sauce to complement his baked entrée.

Born in Egypt, Mohamed Abdelfattah joined the SIU in 1978. He credits President Michael Sacco and Vice President Contracts Augie Tellez, as well as the late Executive Vice President Joe Sacco, with encouraging him to learn cooking from the bottom up. And, he believes, he owes his life today to their friendship and concern.

Abdelfattah, who has upgraded his skills at the Paul Hall Center 10 times previously, stated that each course has helped him become a better seaman. He encouraged the trainees to take advantage of the school to get a better education and also reminded them of the importance of contributing to SPAD for their own job security.

Barry Alviso joined the SIU in 1987 in Honolulu. He had no idea when he first started working aboard the *SS Independence* that it was the start of his career (and of his married life, since he met his wife—a passenger—in 1991 aboard that vessel).

His first goal was to be a bartender, which he achieved after working as an assistant waiter, waiter and cocktail server. He then upgraded to assistant cook/baker and chief cook, eventually becoming a chief cook and steward.

Alviso, who ships from the port of Wilmington, Calif., said that seafaring life is probably not for everyone, but those who do find they like the work have many opportunities available to them at the school. This was his fourth visit to the facility to upgrade his skills, and he particularly enjoyed learning about the political activities of the union as well as the many demonstrations put on by the culinary staff.

During the last 10 days of his steward recertification training, Alviso was joined by his wife, Machele, and daughters Hannah and Christa.

Louins Johnson, who joined the union in 1989 in New Orleans and who continues to sail from that port, said that joining the SIU



Following the graduation ceremony, the nine new recertified stewards and some family members joined SIU officials on stage for a group photo. From the left are SIU VP Contracts Augie Tellez, George Monseur, SIU Secretary-Treasurer David Heindel, Mohamed Abdelfattah, Louins Johnson, Glenn Taan, SIU President Michael Sacco, Terry White, John Rapoza, Paul Hall Center VP Don Nolan, Machele Alviso (with daughters Hannah and Christa), Barry Alviso, Ernest Polk, Susan Lewis, Howard Lewis and Assistant VP Contracts George Tricker.

was one of the best moves he ever made. It has allowed him to travel the globe and see places that some people will never visit in a lifetime, and it has "made me a better man," he said.

"Nothing in life comes easy," Johnson admitted. And by returning to the Paul Hall Center numerous times and learning different aspects to the job, he has worked his way up to recertified steward.

He recommended that the unlicensed apprentices study hard, listen to their instructors, learn from the more seasoned members and be team players when they work aboard a ship.

Howard Lewis joined the NMU in 1995 and is now "proud to be a part of the SIU membership." He sails from the port of Wilmington, Calif.

His career as a seaman has taken him to all parts of the world, he stated, but one of the most memorable trips was early this year to Mozambique (see box below).

Lewis has attended upgrading classes at the school before but found this time particularly interesting, especially learning about new standards for sanitation and cooking temperatures as well as the important role that the union plays in the political arena.

He told the trainees that by returning to the school to upgrade, "everyone comes out a winner—you, your family, the union."

Lewis thanked his wife, Susan, "for being there for me and understanding my not being home six to eight months a year." Susan was able to spend some time with Howard at the school before his graduation.

George Monseur began sailing with the SIU more than 20 years ago. He has upgraded from 3<sup>rd</sup> cook to 2<sup>nd</sup> cook/baker to chief cook and chief steward and now to recertified steward. He thanked the staff and instructors at the

school for helping him achieve his education. "They have adapted to the changing needs of the industry, as we all have," he noted.

Monseur, who sails from Philadelphia, said that being a member of the SIU has afforded him the opportunity to visit and live in many places, including Hawaii, California and Florida.

He told the trainees that as their journey with the SIU begins, the most important idea they should take with them is to respect themselves, and "let that overflow in how you respect your shipmates and supervisors." He advised them to get all the education the school has to offer.

Sometimes, the seafaring life is in one's blood. Ernest Polk joined the SIU in New Orleans in 1968 as a young man of 17. After two years, he decided to try working on the beach. "That wasn't a good experience," he said. "That's when I knew where my heart lay: at sea."

Polk, who ships from the port of Wilmington, has always sailed in the steward department, starting at the bottom as a GSU and moving up to chief cook and now to recertified steward. He still has an original pay voucher from 1968, which reminds him of how much stronger the union has become over the years.

He thanked the union and its officers as well as the Paul Hall Center staff and instructors. "Without them," he said, "none of this would be possible."

Polk went on to say that being a member of the SIU has affected his life in a positive way. It has enabled him to provide well for his family, purchase a home and send some of his children to college—all thanks to the SIU.

"Ask a lot of questions at sea," he told the trainees. "Study hard, listen and learn, and work together as a team."

"The sky's the limit when you continue upgrading," said John



Mohamed Abdelfattah adds a little seasoning to the dish he's preparing.

Rapoza, who joined the SIU in 1986 in Honolulu.

Rapoza, who has attended upgrading classes at the school a number of times, said that the information he will take away from his studies in the steward recertification class will be put to good use aboard ship.

Being a member of the SIU has been a very gratifying experience, and he has enjoyed his travels around the world. Now sailing from the port of San Francisco, Rapoza urged the unlicensed trainees to work and study hard and to take advantage of all the opportunities they have as members of the union.

Originally from the Philippines, Glenn Taan joined the SIU in 1983 in the port of Honolulu. Through hard work and many sacrifices, Taan said that his life has changed for the better. "With that in mind, I thank and appreciate what our president, Mike Sacco, is doing to protect our jobs as the number-one maritime union in the world."

He urged his fellow Seafarers to continue contributing to SPAD for the sake of job security. And to the trainees, "who are the future of the SIU," he asked that they do a good job when they get aboard a vessel. "Learn the things you need to know, observe, and don't be afraid to ask questions."

Starting as a pot washer at the age of 18 aboard the *SS Monterey*, Terry White has worked his way up with the help of the training he received at Piney Point and by learning from some of the old-timers with whom he has sailed.

## Lewis's Rewarding Experience

Howard Lewis has been sailing for 10 years, but his most memorable experience occurred in January of this year in Maputo, Mozambique (on the southeastern coast of Africa).

He was aboard the *SS Chilbar* as it was being taken to India to be scrapped. When the vessel stopped in Mozambique, the ship was still loaded with stores and galley equipment that would no longer be needed. So with the captain's permission, Chief Steward Lewis donated many items to an orphanage there on behalf of Keytone Shipping.

The recertified steward noted that it was the most rewarding experience of his lifetime as he watched the smiles on the faces of the children as they received the goods.

Included in the gift to the orphanage were coffee mugs, assorted cereals and cookies, brooms, bread boxes, muffin pans, roasting pans, sponges, cranberry sauce, jams and jellies, mattresses, scrub pads, mixing bowls, in addition to other food-stuffs and cleaning material.



Howard Lewis will never forget the smiles on the faces of the orphans in Mozambique when they received the ship's extra stores.

Recertified stewards take turns with a chain saw, pick and other carving tools, turning a solid block of ice into a decorative sculpture.



Continued on page 9



Left: The *Mississippi Queen* rounds the bend, in sight of the SIU/SEATU-crewed *Alton Belle* riverboat casino.



Right: A deckhand from the *Mississippi Queen* totes a line up the rocky bank in Alton to tie up the paddlewheeler.

## Mississippi Queen Stops Off in Alton

The SIU-crewed *Mississippi Queen* stopped off at the river town of Alton, Ill. July 8 on a cruise from St. Louis to St. Paul.

The majestic sternwheeler docked along the riverbank just downstream from the SIU/SEATU-contracted Argosy riverboat casino, the *Alton Belle*.

While in the historic port, located some 30-odd miles upriver from St. Louis, passengers disembarked for a day of tours, museum-going and shopping. Crew members took the opportunity to visit with the union's business rep, Kevin McDonald, and

also had time left over for some sightseeing.

The *Mississippi Queen* and its sister ship, the *Delta Queen*, are scheduled for several more visits to the Alton riverfront during the summer. (The other vessel in the Delta Queen Steamboat Co. fleet, the *American Queen*, primarily makes round trips from New Orleans.)

The city of Alton has plans to redevelop the riverfront park, including an amphitheater and improved docking facilities, which will better accommodate these large and historic paddlewheelers.



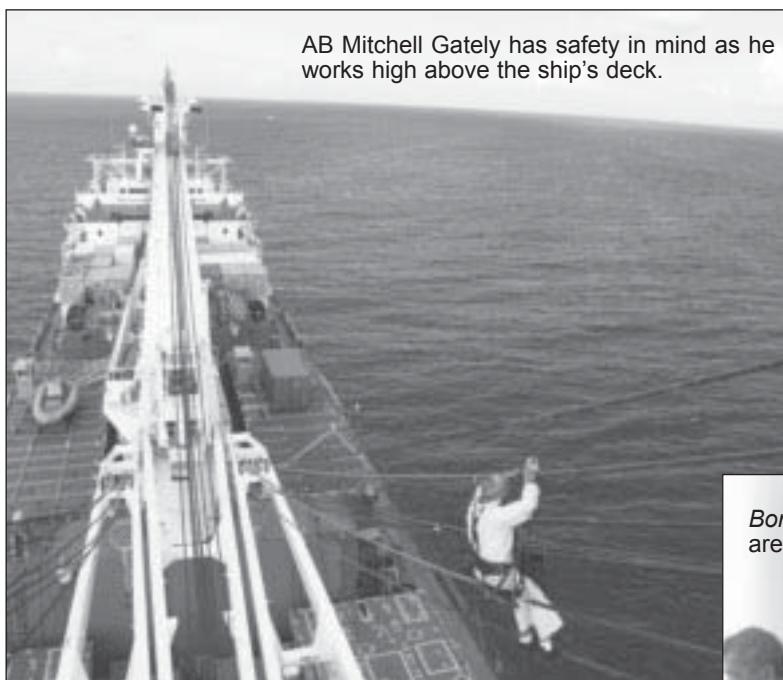
Crew members aboard the *Mississippi Queen* include (clockwise, from top left): Oiler Allan Bigner, Porter David Williams, Oiler Arturo Martinez and Waitress Shelia Beauchamp.



Passengers from the SIU-crewed *Mississippi Queen* disembark in Alton, Ill. for a day of tours and sightseeing.



## Working Aboard the Bonnyman



AB Mitchell Gately has safety in mind as he works high above the ship's deck.



QEE Sean J. Jones



ABs Jesse A. Toves and Edward A. Mitchell work in tandem to keep everything aboard the *Bonnyman* in proper working order.

The 1st Lt. Alex Bonnyman, one of the Military Sealift Command's roll-on/roll-off containerships, is crewed by SIU members, including members of the union's Government Services Division. It was one of the civilian-crewed MSC fleet vessels that earlier in the year supported a 10-day U.S. relief effort in the Republic of Maldives for victims of the earthquake and resulting tsunamis that struck in Asia and Africa.

The 755-foot vessel is prepositioned in the Guam/Saipan area, where these photos were taken.



*Bonnyman* crew members are ready to go ashore.



# 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.)

## Retiree Remembers Paul Hall, Piney Point

On August 20, all SIU members and headquarters and Piney Point personnel will celebrate the 91<sup>st</sup> birthday of one of the greatest leaders in the American labor movement: our Paul Hall. This holiday also includes those members aboard ships at sea and in ports all around the world.

We should never permit the memory of this great man to be forgotten.

I am enclosing a clipping of an article that I wrote to the LOG 27 years ago. I have read it many times because I was proud of what I had written and that it was printed. Only a longtime friend and former shipmate, Red Campbell, outdid me, I believe. I am hoping you will agree that it is fitting for this clipping to appear in the next issue of the LOG, in honor of Paul's legacy.

There have been many changes at our school since the year I wrote this article. Even the name has been changed. It has been greatly enlarged, and many new courses have been added. This school just keeps getting bigger and so much better for those beginners to take advantage of.

But all of this is Paul's way of doing things. I feel certain that as he is looking down on what he left for us, he must feel very pleased at what he sees, and he must feel certain that the leadership that has taken over has fulfilled his wishes.

With my very best wishes and kindest regards to all. Support your union—it will never let you down.

**Charles Lee**  
Camp Verde, Ariz.

*Brother Lee's original letter from 1978, which discusses the late SIU President Paul Hall, follows:*

## Pensioner Is SIU Top to Bottom

Two years ago I received a letter which I believe was to be the most important letter I have ever received in all my life. Had I been told 40 years ago that someday I would get a letter like this, I surely would have believed that someone was trying to play a cruel joke on me. It just didn't seem possible back in those days that someday a seaman would be able to retire with a pension.

This very important letter was from the Board of Trustees of the Seafarers Pension Plan informing me that my application for a pension had been approved.

During the past two years of my retirement, many of my evenings have been occupied with memories of my seagoing days. And what fond memories these are. Believe me, it wasn't easy trying to live ashore in one place day in and day out after having spent more than 40 years of my life knocking around this world. But what I found to be even more difficult was having to admit to myself that I shall never again be able to go back to any one of these places that I had been to and seen. Therefore, I must find contentment in my memories.

What better place is there to celebrate my first two years of retirement than at this beautiful and peaceful setting on the shores of the Potomac River in Maryland which all of us Seafarers know as Piney Point. Seven years ago I promised myself that before I die I must come back to this place and stay a few days in these peaceful surroundings. I am a most fortunate man indeed, as that promise has now been fulfilled.

Seven years ago I came here as a delegate from the port of New Orleans to attend an educational conference. I was very impressed with all that I saw and learned here. But what impressed me most of all was listening to those speeches of our president, Paul Hall. I had no idea that this man was such a great speaker as this was my first opportunity to hear him speak before an audience. So every morning I would look forward to listening to him talk to us at our afternoon sessions. I also learned that this man has many other fine qualities about him besides being a great speaker.

Of all the men in the history of organized labor in these United States, Paul Hall certainly stands out as one of the most dedicated to that which he represents, the maritime industry. This man for many years has given so much of his time, so much of himself in the fight to make a better way of life for those of us who go to sea. And he has succeeded. His record speaks for itself.

The speeches that this man has made on our behalf in Congress, at labor conventions and before many other gatherings of people would fill volumes of books. We pensioners, active Seafarers and especially those young men who are now coming up, are very fortunate indeed in having Paul Hall at the helm of our organization, always steering on a course to higher achievements and toward a more secure future. Unfortunately there have always been and still are those (and too many of them) in Washington who always make it quite difficult for him, but that has never discouraged him. On the contrary, he comes back fighting harder for us.

I believe that the Harry Lundeberg School of Seamanship must be the greatest of his many achievements and I feel certain that there must be countless others who feel the same. This place shall always remain a legacy to those young men in the future who will come here to begin their seagoing careers, and to those who sail on the Great Lakes and inland waterways.

The many courses for advancement to better-paying jobs, which are available in all three departments along with the most up-to-date equipment, and most important of all, a staff of instructors and all of the other personnel here who are completely dedicated to their professions and students have no equal in any other school anywhere.

This school can very well be compared to an institution of higher learning due to the advanced and specialized training it offers for the highly skilled jobs aboard these new automated ships today. In this union, any member is welcome, and encouraged, to come here, at no cost to him, learn what he came here to learn, and leave here with the assurance that his training has qualified him for a better-paying job, thereby assuring him of a bet-

ter way of life for himself and his family. I ask you, where else can a man get a better shake than this?

So in conclusion let me just say this: that most men's greatness is not acknowledged in their lifetime, but only after they are gone. Paul Hall is fortunate, and deservedly so, that he is today a living part of his many achievements and dreams which have become a reality. And his greatest accomplishment is right here in Piney Point. This place shall be a living monument to him always, not only as that of a man whose life was dedicated to the betterment of those men who go down to the sea in ships, but also to a truly great fighter in the long and turbulent history of the maritime unions in their long struggle for survival and for a better way of life for their members, the American seamen. Therefore, I should like to title this effort of mine: Some Words of Tribute to a Great Labor Leader. Written on this 23<sup>rd</sup> day of August 1978 in Piney Point, Md.

## Retiree Points Out Health Care Option

This is an open letter to all SIU pensioners who live in Louisiana.

My name is Paul Lightell. I'm a retired deep sea member. I sailed for 40 years and I'm grateful for all the union has done for me. I'm hoping that this information I'm supplying will help give something back to the union and help my fellow retirees at the same time.

I became aware of a medical plan for individuals who are 65 or older. It's called Tenet Choice 65 and it is available to Louisiana residents. The program works like this: The amount that comes out of your Social Security check that is earmarked for Medicare goes directly to Tenet Choice 65. This is the total you pay. There is a \$5-\$10 copay for generic drugs and the doctor's copay is also \$5.

My wife signed up for this plan more than seven years ago. She had three surgeries and they all were 100 percent covered. I just recently joined, and it only took five days and I was in the system.

So now the Seafarers Health and Benefits Plan receives no medical bills or prescription bills regarding me or my wife. This works out well for all.

I urge all retirees living in Louisiana to contact Tenet Choice 65 at (504) 461-9800 or 1-800-631-8443 and request the information. You won't regret it.

**Paul Lightell**  
Metairie, Louisiana

## Lupinacci's Family Offers Note of Thanks

Dear President Sacco, Executive Staff, Don Nolan, Port Agents and friends of Romeo V. Lupinacci:

Your kind expressions of sympathy on the death of our father and beautiful floral arrangements were most appreciated.

You were my father's home away from home and were closest to him for many years. A good portion of Romeo's life and some of his greatest achievements happened there at the Lundeberg School, where he dedicated his life to his work. We hope you all hold a special spot in your hearts in remembrance of him. He truly loved you all!

A special thanks of appreciation to John (Hetmanski) and the food service staff who made a special trip to visit Romeo's grave.

**Sincerely,**  
The families of Ronald Lupinacci and Roseann Davis

(The letter is printed here at their joint request.)

## Seafarer Garrett Has Fond Memories of Chef Romeo

My name is Samuel Garrett. I am an A seniority member in good standing.

It hurt my heart to read about Chef Romeo Lupinacci's untimely death. I know he touched thousands of people's hearts.

I met Chef Romeo in 1992 while upgrading at the training center. He walked up to me, said hello and asked how I was doing, all with a larger-than-life smile on his face. My very first thought was that this is a good feeling when a person of his status stops to say hello. Chef Romeo told me he had been around for a while and enjoyed helping at the school.

On many occasions I sat down with him and listened, learning more about how to conduct myself aboard a vessel. He became one of the people that I wanted to be like—true friend, big brother, father figure to those members who needed it.

I can remember going to his house to watch sports, eating snacks that he had made for the upgraders, and during the breaks sharing his sea stories and life stories. Every time I came back to the school he guided me through any rough patches I was having in life. I truly believe that without his support, loyalty, great friendship and true kindness, that many of the things I achieved would have taken me a lot longer to attain.

One thing that I regret is that in all the many years I got to know Chef Romeo, I never took a picture with or got a picture of that one person who did so much for me.

My family's prayers are with him on his great journey to heaven. My heartfelt prayers go out to loved ones and family. His moral fiber, strength, character and force will always be within each of us that knew his heart.

**Samuel Garrett**  
Jacksonville, Fla.

## Veteran Urges Support For 'Belated Thank You'

I am a U.S. Army veteran of World War II and an SIU recertified steward, and I'm writing about the Belated Thank You to the Merchant



An older photo of Pablo Lopez

Mariners of World

War II Act of 2005.

The purpose of this bill is to compensate the WWII Merchant Marine veterans who were denied their rights under the G.I. Bill, given to other veterans. That wasn't fair. During the war, the mariners risked their lives for the welfare of the United States, just like any other veterans who fight for this country.

May our Good Lord bless our merchant marine veterans and guide our senators and congressmen to cosponsor the bills, S. 1272 and H.R. 23 and have the majority of both houses pass them.

I urge all SIU brothers and sisters to contact their own senators and congressional representatives to cosponsor this legislation.

**Pablo Lopez**  
Seattle, Washington

## Looking at Pictures Brings Back Memories

I stopped going to sea years ago in 1985 and settled down in my hometown of Massachusetts.

Reading about the Harry Lundeberg School and looking at the pictures of the school brings back a lot of old and fun memories.

The training I received there as a trainee and upgrader (FOWT, QMED and Third Assistant Engineer) proved to be valuable to my career both at sea and on land.

Even today, I still miss the sea and at times I wish I could jump back aboard a ship. There are times when, if it weren't for my two sons, I would go back to sea, but I don't think they would like that too much.

I would like to thank the SIU for the opportunity to go to sea and to the Harry Lundeberg School for the training I received there.

**Lee Cook**  
West Yarmouth, Mass.

# Nine Stewards Complete Recertification Program

*Continued from page 7*

Now shipping from the port of Tacoma, Wash., White joined the SIU on Dec. 7, 1976 in San Francisco.

"I love the union and the sea," he told those assembled at the meeting, and the upgrading courses he has taken at the Paul Hall Center, "have helped me to become a better cook and steward and help in the way I communicate with people. I am proud to be a Seafarer."

Throughout White's 29-year seafaring career, he has been around the world 17 times and seen many changes over the years.

He told the trainees that after working aboard their first ship, they will know whether or not they are cut out for the life of a Seafarer. And if they are, he said, the sky's the limit. They can go as far as they want with the training they will continue to receive at the Paul Hall Center.

In addition to their culinary

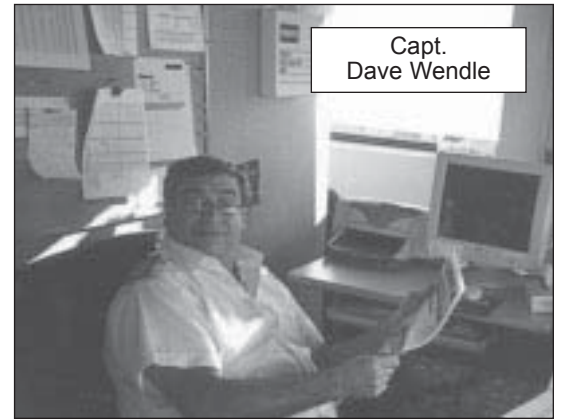
training over the month-long course, which consisted of demonstrations and hands-on training in the culinary lab (sauces, garde mange, ice sculpture, cake decorating, nutrition in 2005, menu planning, pulled sugar, bread demo, etc.), the nine recertified stewards attended classes on alcohol and drug awareness, communication and leadership, computer labs, union education, first aid/CPR, galley fire training, as well as study skills. They also traveled to the headquarters building in Camp Springs, Md. to listen to presentations from the plans, vacation/records and pension departments as well as from the Transportation Institute and the Seafarers LOG. They particularly enjoyed their opportunity to sit down and talk with President Sacco and VP Contracts Tellez and learn firsthand about the workings of the union and how the support of the membership helps them protect the jobs of the union's members.

# Seafarers At Sea and Ashore

## On the Job in Illinois



Capt. Frank Bock (left) comes aboard the *Alton Belle Casino II* to relieve Capt. Dave Wendle and take charge of the crew for the night shift.



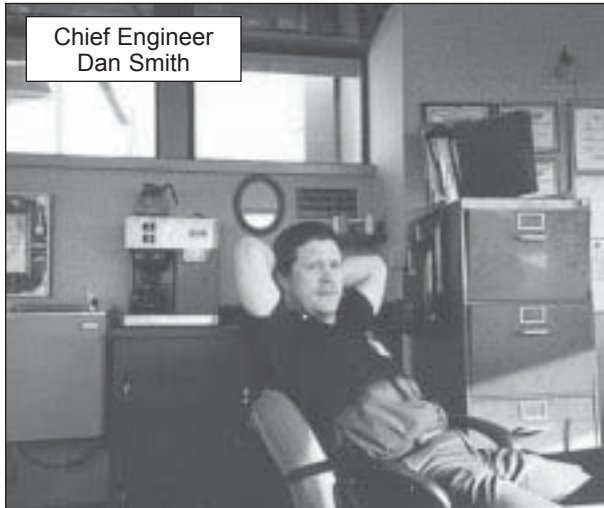
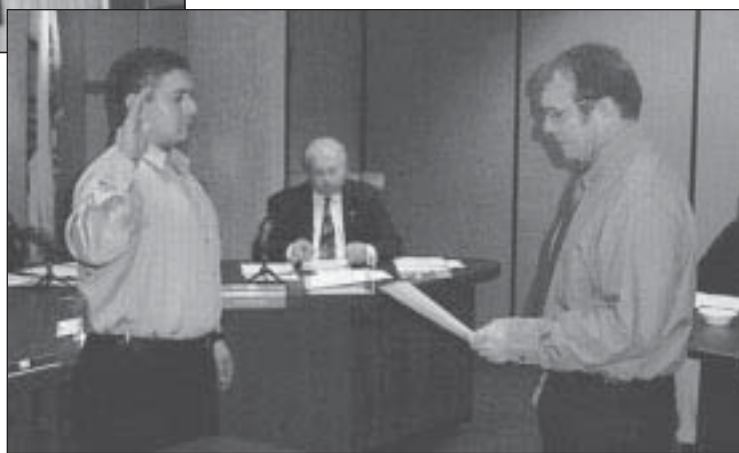
Capt. Dave Wendle

The two photos above and one below left are of SIU officers on board the *Alton Belle Casino II*, a riverboat casino in Alton, Ill. The captains and chief engineers have been with the SIU since 1991 when the *Alton Belle I* first opened. Since then, the business has changed and the vessel no longer cruises the Mississippi River, but it still holds a U.S. Coast Guard certificate of inspection and maintains a marine crew.

## A Well-Deserved Retirement



After 27 years of faithful service to Express Marine, Inc., SIU member Jesse Gardner (right) finally called it quits. His last day of work was June 22, 2005. Donald R. Ivins, vice president of fleet operations at Express Marine, presented Gardner with a plaque on which is a picture of the tug *Russell B. Murray*. Gardner also was given a ship's clock with a plaque, thanking him for his hard work over the years.



Chief Engineer Dan Smith

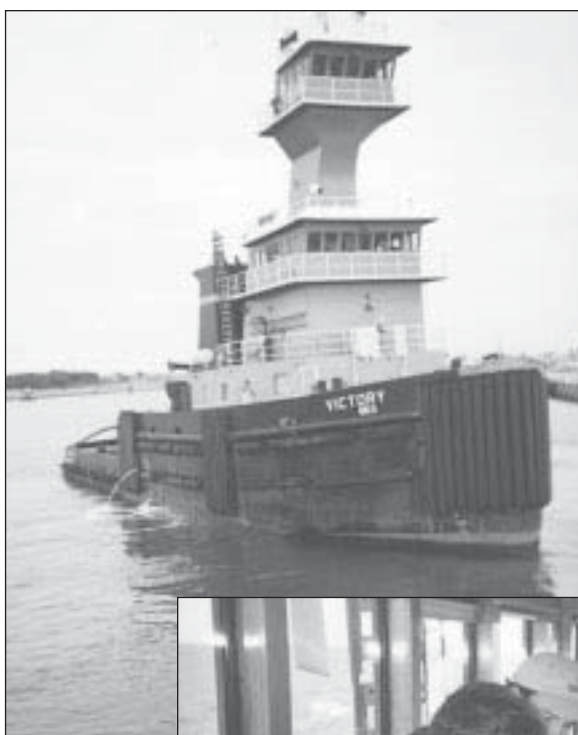


Chad Partridge (right), safety director in the port of Joliet, visits with Assistant Engineer Andrea Carpiere on board the *Winstar*, a gaming boat operated by Resorts Casino in East Chicago.

## Working for Maritime

Left: Andrew Linares (left), SIU safety director in the port of Wilmington, Calif., is sworn in as a representative of labor on the Port Hueneme Harbor Safety Committee. The committee, whose members reflect the makeup of the local maritime community, is mandated to prepare a harbor safety plan for the safe navigation and operation of tank ships, barges and other vessels within its harbor.

## Aboard Penn Maritime's Tug Victory



Above: OS Ardale Crim, Chief Mate Don Walsh and OS Larry Williams get ready to go on the tow wire. Below left: OS Larry Williams hones his navigation skills with help from Capt. Pat David. Below right: AB/Tankerman Leo Batiste poses with the "catch of the day."



These photos were sent to the LOG by OS Larry Williams of Odessa, Fla.



## Good Shipmate Award



The "Seafarers 2005 Good Shipmate Award" is presented to Cadet Rolando Dawang by SIU Honolulu Port Agent Neil Dietz during June 12 graduation ceremonies at the Campbell High School Maritime Academy. Cadet Dawang, who has participated in training exercises held at the Seafarers Training Center in Hawaii, is the first recipient of what is to be an annual award. He was selected by students and staff for the honor. Campbell High School is located at Ewa Beach, Hawaii.



# AFL-CIO Maritime Trades Department Convention

## Kvaerner Philadelphia, NCL America Highlight U.S. Fleet's Growth, Potential

Anyone who doubts the growth potential of the U.S.-flag fleet should have listened to the heads of Kvaerner Philadelphia Shipyard (KPS) and NCL America, respectively, as they addressed the Maritime Trades Department convention.

KPS CEO and President Dave Meehan and NCL America President and CEO Colin Veitch related separate accounts of two different segments of the maritime industry and two different companies. But the bottom line is the same for both. Working with maritime labor, which provided a skilled manpower pool and critically important political support, two businesses invested in the U.S. maritime industry and won.

In the process, they created employment opportunities for nearly 30,000 American workers, generated hundreds of millions of dollars worth of federal and state tax revenues and added billions more to the national economy.

Both speakers praised the skilled, unionized U.S. workers who helped make it all possible.

MTD President Michael Sacco cited both businesses as prime examples of the excellent progress that has been made since the previous convention four years earlier.

Kvaerner recently announced it will build 10 SIU-contracted double-hulled tankers for the Jones Act fleet with an option for two more such vessels. The five-year effort, known as the Product Tanker Program, is estimated to be worth at least \$1 billion. According to recent studies, it will maintain some 800 shipyard jobs at Kvaerner over the next five years and create at least 6,000 related jobs in Philadelphia and nearby communities.

The Product Tanker Program comes in the wake of the three containerships that Kvaerner has built for Matson (a fourth is on the way).

According to Meehan, the project wouldn't have been possible without the political support of maritime labor.

By working with maritime labor and Pennsylvania politicians like then-Governor Tom Ridge (R) and then-Philadelphia Mayor Ed Rendell (D), Kvaerner revived the historic Philadelphia Naval Shipyard, which had shut its doors in 1986 at the loss of more than 8,000 local jobs.

Meehan stressed that Kvaerner was willing to take this risk because it knew that as long as the Jones Act, the nation's freight cabotage law, was on the books, there



NCL America President/CEO Colin Veitch

would be commercial opportunities.

"Like you, we share a strong belief in the Jones Act as an essential part of our nation's security, and my job and the jobs of those 800 men and women employed at the shipyard depend on the continued existence of the Jones Act in its present form," he stated.

He also credited all concerned with focusing on their goals rather than on obstacles. "The KPSI story has truly been a joint effort of labor, management and government parties simply refusing to listen to the naysayers, the critics and the prophets of doom," he said. "As recently as last year at



Kvaerner Philadelphia Shipyard President/CEO Dave Meehan

this time, the predictions of our demise were widespread in the industry and certainly throughout the media. And yet, today we find ourselves turning the corner in our journey to long-term stability."

Half a world away, in Hawaii, there has been a remarkable revival of the U.S.-flag deep sea passenger vessel industry.

Speaking of the recent christening of NCL-America's SIU-crewed *Pride of America*, Veitch observed, "This is the revival of the sector of the merchant marine that was completely dead after September 11<sup>th</sup>. There wasn't a single U.S.-flag deep sea passenger ship left in existence."



MTD and SIU President Michael Sacco

The 81,000-ton *Pride of America* is NCL-America's second U.S.-flag ship, joining the *Pride of Aloha*, which began inter-island Hawaii cruising in July 2004. The company also plans to add a third vessel to the Hawaii trades starting in 2006.

According to Veitch, the restoration of this industry was made possible by the enactment of legislation introduced by Sen. Daniel Inouye (D-Hawaii), the Hawaii Cruise Ship Initiative. Veitch told delegates to the MTD convention that the project is off to a great start "because we have a partnership" with maritime labor. "We have approached this partnership knowing that if it doesn't work for you, it won't work for us."

Thanking MTD President Michael Sacco and others, Veitch said that the three new U.S.-flag cruise ships mean jobs.

"The [shipboard union] membership will have been expanded significantly; but also shore-side unionized employment will have been expanded," he observed. "The bulk of new employment from this venture is not on ships. It's on shore with taxi drivers, hotel workers, tour guides, airport workers, dockworkers—the kinds of people that support the operation of a ship and entertain travelers when they come to take our cruises."

He also pointed out that NCL America's parent company is accustomed to working with organized labor. "We have an entirely unionized international fleet," he noted. "We have had ITF agreements on all of our ships for decades, and so we are not one of the foreign-flag, flag-of-convenience, run-away-from-organized-labor shipping operations. From the outset this is a responsible, upstanding company."

Additionally, he credited the SIU-affiliated Paul Hall Center for Maritime Training and Education for helping provide vital preparation and schooling for NCL America crews, and further noted that those crews help strengthen U.S. national defense.

"There are not only people serving cocktails and making beds on these ships," Veitch said. "There are literally hundreds and hundreds of deck and engine officers and ratings. The ready reserve of our nation is significantly strengthened by having that kind of workforce trained and in service."

## AFL-CIO Officers Point to Maritime As Model of Success

Maritime labor's impressive gains over the past four years are a reminder of what can be accomplished by getting the basics right.

That was the assessment of the top leaders of the AFL-CIO, who addressed the Maritime Trades Department's 2005 convention in Chicago July 21-22. All three—President John Sweeney, Executive Vice President Linda Chavez-Thompson and Secretary-Treasurer Richard Trumka—singled out solidarity, organizing, political action and progressive leadership.

"Most of our maritime unions have your primary jurisdictions highly organized, and our union density is probably greater than in

any other industry," Sweeney said. "Members of maritime unions are working steadily and enjoying very good pay, defined benefit pensions and fully paid health care. And there's more union and American shipbuilding going on right now than in many, many years."

"But I remind you that these advantages exist because of the character of your leadership and the power of your solidarity."

Citing a spate of new shipbuilding projects, preservation of the vitally important Jones Act and the reauthorization and expansion of the Maritime Security Program, Chavez-Thompson noted, "The Maritime Trades

Department is exactly what the union movement is all about."

Fifty years after the historic merger between the American Federation of Labor and the Congress of Industrial Organizations, organized labor stands at a crossroads, said Trumka.

The solution? Solidarity. "What we've built together needs to be strengthened and not weakened," he stated. "I think that what we've built together is worth not just maintaining, but defending. And I'm especially proud of what we've done to strengthen our movement" in the past 10 years."

He recalled in detail the national labor federation's numerous accomplishments during President Sweeney's tenure, and then turned his focus toward the challenges currently facing America's working families.

If left unmet, those challenges "truly threaten our future.... We can't let any employer, any politician or anybody else tear down what we've built.... What we must do instead is to keep standing up together, keep fighting together—all of us together. Our obligation as trade unionists in the year 2005 is to take up the fight for every last man, woman and child, and we do that best when we're united and fighting together. That is what we shall do—fight together and win together in 2005."

American workers are confronted with a different world and different challenges than their parents and grandparents faced, Sweeney observed. As a result, the federation—at its own convention the following week—



AFL-CIO President John Sweeney

adopted a series of reforms that will lead to a restructuring of the labor movement. According to Sweeney, there will be a renewed emphasis on political action and organizing.

For the first time in its history, the AFL-CIO will rebate part of its dues to unions that devise strategic plans for organizing. Also, it will be "building a year-round, year-in, year-out grassroots membership mobilization for legislation and politics."

American workers are worried about their economic future, said Chavez-Thompson. While they realize that "one of the very best paths to the middle class is union membership," they haven't joined up more numbers "because their freedom to join has been compromised."

Trumka said that organized labor will fight for enactment of the Employee Free Choice Act to help correct the situation, and for other pro-worker issues, including better health care and retirement security.



AFL-CIO Executive VP Linda Chavez-Thompson



AFL-CIO Secretary-Treasurer Richard Trumka



# AFL-CIO Maritime Trades



Delegates to the 2005 Maritime Trades Department, AFL-CIO convention called on Congress and the administration to support a strong U.S. Merchant Marine along with workers' rights. They also noted the U.S.-flag fleet's many accomplishments during the past four years. Those accomplishments are captured in the image at left, which shows the convention's theme: Blueprints to Blue Seas. MTD and SIU President Michael Sacco (second from left, photo at far right) chaired the conference, which took place July 21-22 in Chicago. The MTD consists of 24 affiliated international unions and a network of 24 port maritime councils in the United States and Canada. The main purpose of the MTD is to stand up for the working people of the U.S.-flag and Canadian-flag maritime industry—from the shipbuilders to the mariners to the longshoremen to all of their suppliers and associates. Coverage of the convention begins on page 3 and continues on pages 11-14. Many delegates and guests are pictured on these two pages.



Mike Goodwin  
President  
OPEIU



John Conley  
President  
ITPE



Richard Hughes, Vice  
and  
John Bowers, President



Capt. Tim Brown  
President  
MM&P



Bob Scardelletti  
President  
TCU



Ron Davis  
President  
MEBA



Paul Booth  
Asst. to President  
AFSCME



Kermet Mangram  
Vice President  
SIU



Augie Tellez, Vice President  
David Heindel, Secretary-Treasurer  
SIU



Jerry Abell  
VP, Local 25  
Operating Engineers



Howard Randolph  
Secretary-Treasurer  
TCU



Richard Lannigan  
Vice President  
OPEIU



George Tricker  
Asst. Vice President  
SIU

## MTD Honors CWA President Bahr

The MTD honored retiring CWA President and MTD Executive Board Member Morton Bahr at the department's 2005 convention.

"When Morty announced his retirement from the labor movement, there was a sense that an era was passing. Here is a man who embodies all of the old virtues, most notably loyalty and commitment. Yet he's married those qualities to build a new vision of the future," said MTD President Michael Sacco.

Bahr, who is the last member of the AFL-CIO executive council to have sailed during World War II, couldn't attend because of family medical needs.

Accepting the award on his behalf, CWA Political Director Mike Grace noted, "This award is special because it represents a time when he, like many of (today's civilian mariners), put his life on the line in the defense of our country."



Dewey Garland  
Director, Railroad  
and Shipyard Dept.  
SMWIA



Anthony Poplawski  
President  
MFWO



Dan Smith  
Vice President  
AMO



Lynn Tucker, General VP, IAM  
Warren Mart, Sec-Treasurer,  
Machinists



MTD President Michael Sacco (left) and MTD Executive Secretary-Treasurer Frank Pecquex (right) present an engraved ship's wheel and "Battlin' Pete" World War II-era patch to CWA Political Director Mike Grace, accepting on behalf of CWA President Morton Bahr.



Elizabeth Brown,  
Asst. VP, SEATU  
Todd Brdak  
Representative, SIU



Bill Ellis  
Vice President  
UIW



Jim McGee, VP, SIU  
and SIU Port Agents  
Steve Judd, Ed Kelly  
and Kenny Moore



Nick Celona  
Asst. VP  
SIU

# Department Convention



Vice President, ILA  
President, ILA



Roman Gralewicz  
President  
SIU of Canada



James Williams, President, Painters  
Vincent Bollon, Sec-Treas., Fire Fighters  
Harold Schaitberger, President, IAFF



Taking the oath of office following their respective re-elections are (from left, starting second from left) MTD President Michael Sacco, Executive Secretary-Treasurer Frank Pecquex and Vice President Ernie Whelan.



Stuart Applebaum, President,  
Jack Wurm, Secretary-Treasurer  
RWDSU/UFCW



Mike McKay  
President  
AMO



John Ryan  
President  
GMP



Charles Stewart  
Vice President  
SIUNA



Bill Lucy  
Secretary-Treasurer  
AFSCME



Dean Corgey  
Vice President  
SIU



Tom Orzechowski  
Vice President  
SIU



Mike Grace  
Political Director  
CWA



Nicholas Marrone  
Vice President  
SIU



Ron Carver  
Nat'l Port Coord.  
Teamsters



Joseph Thibodeaux  
Executive VP  
BCTGM



John Cox  
Port Agent  
SIU



Chico McGill  
Business Manager  
IBEW



John Spadaro  
National Director  
UIW



David Durkee  
Secretary-Treasurer  
BCTGM



John Fay  
Executive VP  
SIU



René Lioeanjie  
Vice President  
SIUNA



Robert Roach  
General VP  
IAM



Sam Davis  
Secretary-Treasurer,  
Local 1458, ILA



Bernie Hostein  
Asst. to Pres.  
USWA



Eugene Irish  
Asst. Vice President  
UIW



Don Nolan, Vice President,  
Paul Hall Center  
Bryan Powell, Port Agent, SIU



Herb Perez  
Vice President  
UIW



Ambrose Cucinotta  
Asst. VP  
SIU



Walter Wise  
Treasurer  
Ironworkers



Don Marcus, VP, MM&P  
Gunnar Lundeberg, President, SUP,  
Bud Jacque, VP, MEBA



# AFL-CIO Maritime Trades Department Convention

## MSC Official Credits Mariners, Predicts Substantial Job Growth

Outlining the critical role that the American maritime industry has played in the war against terror and praising the support that U.S. civilian mariners have given the military's humanitarian relief efforts in areas like Southeast Asia, a high-ranking representative of the U.S. Military Sealift Command (MSC) used the Maritime Trades Department's 2005 convention in Chicago to thank maritime labor for its hard work, professionalism and "can-do" spirit.

Noting that MSC is part of the military responsible for global waterborne logistics, Capt. Michael Seifert, MSC's chief of staff, praised maritime labor and predicted substantial job growth



MSC Chief of Staff Michael Seifert

for unionized civilian mariners over the next few years.

Specifically mentioning SIU President Michael Sacco, MEBA President Ron Davis, MM&P President Tim Brown, AMO President Michael McKay and ILA President John Bowers by name, Seifert said, "When you look at the MSC, you're looking at America's unions. That is our strength, and that is why you are part of the national defense team."

"Without the mariners, boiler-makers, sheet metal workers, shipping company clerks, longshoremen, truck drivers and all the other highly skilled workers who bring the industry to life, the MSC couldn't complete our mission."

Seifert explained that MSC is the largest single employer of civilian American mariners.

Since September 2001, U.S. civilian mariners have delivered 77 million square feet of vehicles, helicopters, supplies and munitions to U.S. forces in the Middle East.

Seifert was impressed with the way that U.S. civilian mariners handled themselves during the tsunami relief efforts. "We supplied medical care and services, fresh water and a can-do volunteer attitude that helped the victims in the area begin to rebuild

their homes, businesses, hospitals and roads," he said.

Outlining a number of new missions and projects that MSC will be involved in, including operating Navy salvage ships, Seifert predicted that the agency will see significant growth. "In fact, by 2009 our afloat civil service workforce alone will grow by 55 percent," he observed. "That's more than 1,200 new jobs that will be filled by men and women represented by the Maritime Trades Department."

Seifert relayed that the U.S. military is looking into ways of making greater use of prepositioned MSC vessels. Unlike supplies stored at foreign land-based facilities, prepositioned MSC ships give the military immediate access "without (the need for) a permission slip," he said.

He concluded, "The bottom line here is we're committed to providing more jobs for American maritime workers. We are growing, and we want you to grow along with us. The future of MSC and our Maritime Trades partners is bright. Together, we are building a stronger, more resilient America, one that can respond to any crisis or contingency and stay strong, committed and ready."

"Every time we're told 'Well

done' by anyone, from the chief of naval operations, to the secretary of the Navy, secretary of Defense

or even the president, it's a tribute to you at the Maritime Trades Department as well."

### Mariners Deliver ... and Deliver

In describing the amount of materiel transported aboard U.S.-flag ships since the start of Operation Enduring Freedom, MSC Chief of Staff Capt. Michael Seifert put it in easily understandable terms.

The 77 million square feet of cargo carried to U.S. war fighters in the Middle East "equates to about 812,000 SUVs," Seifert explained. "If we placed them bumper to bumper on America's highways, they would stretch from Washington, D.C. to Chicago, Illinois, and from here on to Boise, Idaho, all with union drivers behind the wheel, of course."

"At the same time, you've helped us deliver more than 7.3 billion gallons of fuel for our war fighters. That much fuel would fill the Empire State Building more than 26 times or it would make a swimming pool almost 2 miles on a side and 10 feet deep. That's the visualization of the combat cargo your union members have helped us deliver for the war on terrorism—no small job and a job that couldn't have been done without you."

### Shipping Council President: U.S. Port Security Improving, But Still Needs Enhancement

Two weeks before the Maritime Trades Department met for its 2005 convention, a series of bombings hit the London transit system. It was a vivid reminder that terrorism remains one of the central issues of our time.

The MTD took up the subject of terrorism at its convention, expressing its admiration and support for the people of London and passing a resolution aimed at enhancing safety in the maritime sector.

One of the guest speakers to the convention was Chris Koch, president and CEO of the World Shipping Council (WSC), which is an association of 40 liner companies. Koch also serves as chairman of the National Maritime Security Advisory Committee, a group appointed by the U.S. Department of Homeland Security. He outlined the progress that has been made in the maritime sector since September 11.

Since that tragic day, the U.S. Coast Guard has taken the lead in drawing up a series of security plans. According to Koch, "Today, any ship above 100 gross tons coming into the United States has to have an approved and effective vessel security plan."

Koch also said that under fairly new domestic and international security regulations, U.S. personnel "travel around the world to ports that send vessels to the U.S. to monitor how those ports are doing" in terms of combating terrorism. Congress passed the

Maritime Transportation Security Act, which, among other things, requires the Department of Homeland Security to issue transportation workers identification cards.

Despite this progress, Koch believes that U.S. ports remain highly vulnerable, especially since more than 10 million containers are imported into the United States each year and the nation has tens of thousands of square miles of inland waterways.

Koch believes that technology can make a big difference. He said we may not be too far away from the day when U.S. ports will be able to scan every vessel. Unfortunately, nowadays fewer than five percent of all containers are being inspected.

Moreover, he predicts that the Department of Homeland Security soon will enhance inspection requirements on all ocean carriers that load containers in foreign ports.

Praising maritime labor for all it has done to enhance maritime security, Koch outlined where North Americans stand today. "We're caught with this interesting dynamic our generation is facing for the first time, which is this global terrorist threat. We know our vulnerability. We know we have to address it."

He concluded, "We're making really good progress. We are more secure today than we were last year and certainly more secure than we were on 9/11. But a candid reflection would say we aren't where we need to be. So we have to keep moving ahead.... The maritime industry and maritime labor community are very much on the same page when it comes to enhancing maritime security. We both want to see a more effective cargo security regime so we can be confident that our ships, our seafarers and the legitimate cargo on those ships are protected."

In a similar vein, the MTD passed a resolution on port security calling for more federal funding. Over the past three years, airports have received more than \$18 billion to combat terrorism.

### Governor, State Fed President Emphasize Grassroots Action

During the MTD convention, Illinois Gov. Rod Blagojevich and Margaret Blackshere, president of the million-member Illinois AFL-CIO, offered numerous examples from their own state as to why grassroots political action remains vitally important to union members across the country.

Despite major challenges faced by labor organizations throughout the United States, Blackshere and Blagojevich outlined the pro-worker progress that has been made in Illinois over the past few years.

Citing hard work, perseverance and solidarity as the cornerstones of an effective grassroots strategy, Blackshere explained how the rights, wages and benefits of public employees have been protected at a time when the state has been trying to reduce a \$5 billion deficit. She discussed improvements in health care, prescription drug coverage, education and labor protections, including long-overdue adjustments to the state's minimum wage rate and enactment of state laws shielding Illinois workers from changes in the nation's overtime regulations.

Acknowledging that "they make decisions in Washington that we can't affect," Blackshere said trade union activists can make a difference at the state and local levels. And, in Illinois, to a large extent they have succeeded.

She gave a great deal of credit to Blagojevich, a three-term congressman who has carried his passion for workers' issues, especially health

care, to the governor's office.

Noting that his parents were immigrant workers who found middle-class respectability through the trade union movement, Blagojevich stressed, "Now that I'm governor of Illinois, I think about their challenges and their struggles, and I try to make decisions that would make the lives of people like my parents better."

Blagojevich addressed a major obstacle facing today's workers when he pointed out, "Unlike the labor movement more than 100 years ago, nowadays the jobs of hard working people in this country are being shipped and exported to places where they don't pay people fair wages. And while we have policies that come from Washington that are unfair to the labor movement and unfair to working people, in Illinois I'm proud to say we've gone in another direction."

He added that people who care about working families must do more than simply electing pro-worker representatives. "You need to have organizations across the country that are strong, that fight the fight for men and women who do the work of the world. That's why supporting labor has been a big priority of this administration. My mother and father were able to raise their kids in a family where they could afford to one day send them to college, because whatever money they earned and put aside and saved, they were able to do it because they had benefits and they had wages that were fair. And they had those things because they had



Illinois Governor Rod Blagojevich



Illinois AFL-CIO President Margaret Blackshere

labor unions that fought for them."

The MTD executive board also heard updates about the department's own grassroots successes, including securing the go-ahead for port modernization projects in New York, gaining local support for non-contiguous Jones Act protections in Hawaii and working with local politicians and leading community figures to preserve jobs at the Kvaerner Philadelphia Shipyard.



World Shipping Council President Chris Koch









### DEEP SEA



**JOHNNY CRINER**, 65, became an SIU member in 1986 in the port of Norfolk, Va. His first ship was the *USNS Assurance*. Brother Criner upgraded in 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The steward department member's most recent voyage was aboard the *USNS Impeccable*. Born in Haskell, Okla., Brother Criner resides in Norfolk.

**JOHN FUNK**, 62, joined the Seafarers in 1964 in the port of New York after serving in the U.S. Navy. Brother Funk initially shipped on the *Sea Pioneer* as a member of the engine department. He was a frequent upgrader at the union-affiliated school in Piney Point, Md. Brother Funk was born in New York. His last ship was the *Cape Trinity*. Brother Funk is a resident of Laporte, Texas.

**BILLY HILLIARD**, 66, was born in Louisiana. He began his seafaring career in 1967 when he sailed on the *Halcyon Panther*. Brother Hilliard worked in the engine department and enhanced his skills in 2000 and 2004 at the Paul Hall Center. Brother Hilliard last shipped aboard the *Horizon Reliance*. He makes his home in Madera, Calif.

**KEITH O'BRYAN**, 50, joined the SIU in 1973 in Piney Point, Md. Brother O'Bryan's first voyage was on the *Sea-Land Market*. Born in Richland, Wash., he sailed in the deck department. Brother O'Bryan most recently worked aboard the *Atlantic*. He attended the Paul Hall Center on numerous occasions to upgrade his skills. Brother O'Bryan calls St. Petersburg, Fla. home



**FRANK SISON**, 66, started shipping with the Seafarers in 1970 from the port of Seattle. Brother Sison first sailed aboard a Michigan Tankers vessel. He was born in Washington and worked in the steward department. Brother Sison upgraded his skills on several occasions at the Seafarers-affiliated school in Piney Point, Md. His last ship was the *Maj. Bernard F. Fisher*. Brother Sison lives in his native state.

### INLAND

**ROBERT ALBURTUS**, 68, joined the union in 1987. During his seafaring career, Boatman Alburtus was employed by NY

Waterway. The deck department member was born in New Jersey and resides in Toms River, N.J.



**JOHN DANIELS**, 62, embarked on his SIU career in 1961 in the port of Philadelphia. Boatman Daniels initially worked in the deck department aboard an Interstate Oil Transport vessel. He was born in North Carolina. Boatman Daniels is a resident of Belhaven, N.C. His last voyage was aboard a Maritrans vessel.

**JOHN KAHRIGER**, 62, is a native of Pennsylvania. Boatman Kahriger began shipping with the Seafarers in 1962 from the port of Philadelphia. He first worked aboard a Moran Towing vessel. Boatman Kahriger shipped in the deck department. He last sailed on a Taylor Marine Towing Co. vessel. Boatman Kahriger makes his home in Laurel Springs, N.J.



**ERNEST LARSEN**, 70, joined the SIU in 1967 in the port of Norfolk, Va. He enhanced his skills at the union-affiliated school in Piney Point, Md. The Texas native first sailed with Steuart Transportation. Prior to retiring, Boatman Larsen shipped aboard a Penn Maritime vessel. He calls Jasper, Texas home.

**RICHARD SIMON**, 65, was born in New York. Boatman Simon launched his career with the SIU in 1977 in the port of Norfolk, Va. He primarily shipped aboard Moran Towing of Va. vessels. Boatman Simon is a resident of Urbana, Va.

### GREAT LAKES



**CLEYON DART**, 65, began his seafaring career in 1967 in the port of St. Louis. Born in Wisconsin, Brother Dart worked in the engine department. His first ship was the *John Roen IV*. Brother Dart lives in Sturgeon Bay, Wis.

**ANTHONY WILLOUGHBY**, 59, became a Seafarer in 1968. Brother Willoughby initially shipped on a Zenith Dredge Co. vessel. He was born in Duluth, Mich. and resides in Superior,

Mich. Brother Willoughby last worked on a Great Lakes Towing Co. vessel.

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



**HERBERT ADOLPH**, 68, joined the NMU in 1989. During his seafaring career, Brother Adolph worked in

both the steward and engine departments. He was born in New Orleans.

**FRANK COLON**, 64, became a member of the union in 1967, initially shipping from the port of San Juan. Brother Colon sailed in the steward department. The Puerto Rico-born mariner last shipped aboard the *Cape Vincent*.



**FRANK DEMETRO**, 56, began sailing with the NMU in 1965. Brother Demetro's first ship was the *American*

*Veteran*. He was born in Philadelphia. During his seafaring career, Brother Demetro worked in all three departments. He is a veteran of the U.S. Army and last sailed on the *Cape Henry*.

## 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.

**NED McWILLIAMS**, 55, started shipping with the NMU in 1977, initially sailing from San Pedro, Calif. Brother McWilliams's first voyage was on the *Texaco Florida*. He is a native of Mexia, Texas.



**LUIS SANTIAGO**, 67, hails from Puerto Rico. Brother Santiago joined the NMU in 1967. The steward

department member initially shipped from the port of Baltimore. Brother Santiago's most recent trip to sea was aboard the *Cape Decision*.

**EDWARD WALLACE**, 63, commenced his career with the union in 1969 in Norfolk, Va. Brother Wallace was born in Lumberton, N.C. and shipped in the steward department. His first ship was the *Export Courier*; his last was the *Cape Rise*.



**SALIH YAFAI**, 75, joined the NMU in 1964. Born in Yemen, Brother Yafai worked in the engine department. He most recently sailed aboard the *Export Patriot*.

## With Seafarers on the Sulphur Enterprise



SIU Representative Kevin Marchand (standing, far left) submitted this photo taken after a recent meeting aboard the Seafarers-crewed *Sulphur Enterprise* in Tampa. During the Aug. 1 meeting, crew members discussed the importance of ship-board safety, the ongoing need for political action and the SIU's role as part of America's fourth arm of defense. Pictured with Marchand are (standing, from left) Seafarers Larry Griffin, Stefon Otey, Sonny Pinkham, Kenny Roetzer, (front) Carlos Colon and Anthony Grant.

Reprinted from past issues of the Seafarers LOG.

### 1944

One of the most modern union halls in the country was officially opened last week by the SIU. The six-story building at 51 Beaver Street will house both the New York Branch and the Atlantic & Gulf District offices. The union occupies the top five

floors with the shipping hall taking the entire second floor. The lounge, complete with card and writing tables, takes the third floor. The stewards' offices and the baggage room, which offers free baggage checking for members in good standing, are on the fourth floor, and branch offices, including the office of the Seafarers LOG, take up the fifth floor. Atlantic & Gulf District headquarters comprises the top floor.

The reaction of the membership to their new home has been very favorable. Commenting on the new building, one Seafarer said, "From now on we don't have to take off our hat to nobody."

### 1961

On the eve of the expiration of an 80-day Taft-Hartley Injunction, the Alcoa Steamship Company reached agreement with the SIU on outstanding contract issues. The agreement on September 21

averted a strike against the company's 13 vessels a scant few hours before the expiration of the "cooling off" period, set as a result of a federal court injunction on July 3.

Alcoa was the only major SIU-contracted operator which was unsigned when the injunction was issued. The SIU had signed most of its contracted operators before the June 15

strike deadline, but shipping was tied up for 18 days by strikes of other unions involved before the injunction was issued.

### 1995

Seafarers, pensioners, their families and friends are plunging into the fight by urging Congress to enact maritime revitalization legislation. Through letters, telephone calls, petitions and personal meetings, union members, retirees and others are telling members of the House of Representatives and the Senate to pass legislation that would provide funds to help operate up to 50 militarily useful U.S.-flag containerships over the next 10 years.

At hearings in both the House and Senate, the SIU has stated its support for maritime revitalization legislation. Meanwhile, SIU members have found other ways to let Congress know the importance of the U.S.-flag merchant marine.

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### JOSEPH ARCH



Pensioner Joseph Arch, 90, passed away May 18. Brother Arch was born in Honduras and joined the SIU in 1951. He first sailed on the *Jefferson City Victory*. A member of the deck department. Brother Arch retired in 1978. He called Chalmette, La. home.

### ALBERT BLAZIO



Pensioner Albert Blazio, 85, died May 28. Brother Blazio became a Seafarer in 1945 in the port of Baltimore, Md. His first ship was the *Alcoa Pennant*; his last was the *Robert E. Lee*. Brother Blazio worked in the steward department. He began receiving his pension in 1982. Brother Blazio was born in New Orleans and made his home in Metairie, La.

### JOSEPH CASTELLANOS

Brother Joseph Castellanos, 69, passed away March 31. He started his seafaring career in 1978 in San Francisco, initially sailing on the *Santa Maria*. Born in California, Brother Castellanos shipped in the steward department. His last voyage was aboard the *Kauai*. Brother Castellanos made his home in La Habra, Calif.

### MILTON COX



Pensioner Milton Cox, 76, died May 27. Born in Mississippi, Brother Cox joined the SIU in 1951 in New York. He was a veteran of the U.S. Army and sailed as a member of the steward department. His last trip to sea was aboard the *Falcon Champion*. Brother Cox resided in Gulfport, Miss. and went on pension in 1991.

### ROMOLO DeVIRGILEO

Pensioner Romolo DeVirgileo, 80, passed away April 22. Brother DeVirgileo joined the SIU ranks in 1949 in New York, first sailing on a Sprogue Steamship Co. vessel. The deck department member last worked aboard the *Sea-Land Integrity*. Brother DeVirgileo was born in Brooklyn, N.Y. He started collecting his retirement pay in 1989. Brother DeVirgileo resided in his native state.

### RAUL FIOI

Brother Raul Fioli, 73, died May 4. He embarked on his seafaring career in 1970 in the port of San Francisco after serving in the U.S. Army. Brother Fioli's first trip to sea was on the *Santa Maria*. The Puerto Rico-born mariner worked in the steward department. Brother Fioli last shipped on the *President Roosevelt*. He was a resident of San Francisco.

### LEO GILLIKIN

Pensioner Leo Gillikin, 78, passed away May 16. Brother Gillikin began his employment with the Seafarers in 1944 in the port of Norfolk, Va. A member of the deck department, Brother Gillikin was born in North Carolina. His final trip to sea was aboard the *Sugar Islander*. Brother Gillikin began

receiving his retirement compensation in 1982 and called Morehead City, N.C. home.

### JERRY GLOVER

Brother Jerry Glover, 78, died April 24. He joined the Marine Cooks & Stewards (MC&S) in San Francisco. Brother Glover was born in California and shipped in the steward department. He resided in his native state.

### SCOTT HUNG

Brother Scott Hung, 79, passed away March 22. He joined the MC&S in the port of San Francisco, working in the steward department. Born in China, Brother Hung made his home in San Francisco.

### HOLGER JENSEN



Brother Holger Jensen, 82, died April 8. Born in Denmark, he began sailing with the MC&S from the port of San Francisco. Brother Jensen was a steward department member and a resident of Carson City, Nev.

### HENRY JONES JR.



Pensioner Henry Jones Jr., 69, passed away May 31. Brother Jones started shipping with the SIU in 1964 in the port of San Francisco. He first sailed on the *Del Sol*, where he worked in the steward department. Brother Jones was a native of Jonesville, La. Brother Jones, who last sailed on the *LNG Leo*, went on pension in 2000. He lived in Seattle, Wash.

### WILLIAM MORRIS JR.



Pensioner William Morris Jr., 81, died May 24. Brother Morris joined the union in 1943 in the port of Baltimore, Md. Born in Tennessee, he sailed in the deck department. Brother Morris was born in Tennessee. Before retiring in 1986, he shipped on the *Overseas New York*. Brother Morris called Crosby, Texas home.

### LEO PARADISE



Pensioner Leo Paradise, 78, passed away May 18. Brother Paradise embarked on his seafaring career in 1947 in New York. Born in Fall River, Mass., Brother Paradise worked in the deck department. His last voyage was on the *Duchess*. Brother Paradise retired in 1992 and made his home in New Hampshire.

### SHERMAN PHILLIPS



Pensioner Sherman Phillips, 89, died May 20. Brother Phillips joined the SIU in 1955 in New Orleans. Brother Phillips was born in Texas and sailed in the steward department. He last sailed aboard the *Leader*. Brother Phillips began

receiving his retirement compensation in 1982. He was a resident of Bakersfield, Calif.

### NEMESIO QUINONES



Pensioner Nemesio Quinones, 78, passed away May 9. Brother Quinones joined the Seafarers in 1951 in his native Puerto Rico after serving in the U.S. Army. The steward department member last sailed on the *Empire State*. Brother Quinones, who called Bronx, N.Y. home, went on pension in 1988.

### MANUEL RIAL



Pensioner Manuel Rial, 87, died April 20. Brother Rial began his SIU career in 1943 in New York, sailing as a member of the engine department. He was born in Spain and lived in Brooklyn, N.Y. Brother Rial went on pension in 1984.

### ANTHONY SKILLMAN



Pensioner Anthony Skillman, 85, passed away June 2. Brother Skillman was born in Brooklyn, N.Y. and joined the union in 1944 in the port of Baltimore, Md. He first shipped in the deck department aboard the *Elizabeth*. Brother Skillman was a veteran of the U.S. Army. His last trip to sea was on the *Gallaway*. Brother Skillman resided in Wyoming and started collecting his retirement pay in 1978.

### THOMAS SNEAD

Pensioner Thomas Snead, 74, died Dec. 22. Brother Snead became an SIU member in 1964 in New Orleans after serving in the U.S. Army. Prior to retiring in 1988, the Georgia native worked on the *Horizon Producer*. He made his home in New Orleans.

### MAURICE STOVER



Pensioner Maurice Stover, 88, passed away April 13. Brother Stover launched his seafaring career in 1968 in the port of Seattle, Wash. His first voyage was aboard the *Falmouth*. A native of Berkeley, Calif., Brother Stover was a member of the engine department. He was a resident of Shelton, Wash. and retired in 1982.

### ULUS VEACH



Pensioner Ulus Veach, 74, died March 25. Brother Veach began sailing with the SIU in 1948 in New York. The deck department member was born in North Carolina. Brother Veach's first trip to sea was aboard a Transeastern Shipping Co. vessel; his last was on the *LNG Taurus*. He lived in his native state and went on pension in 1995.

### SADAK WALA

Pensioner Sadak Wala, 76, passed away April 27. Brother Wala joined



the ranks of the SIU in 1953 in New York. The Indonesian-born mariner shipped in the engine department, initially aboard the *Fairland*. Before his retirement in 1989, Brother Wala worked on the *Kaimoku*. He called Brooklyn, N.Y. home.

## INLAND

### MICHAEL FALCONE



Pensioner Michael Falcone, 95, died April 20. Boatman Falcone joined the union in 1967 in the port of Norfolk, Va. He worked in the engine department and began receiving compensation for his retirement in 1974. Boatman Falcone resided in New York.

### BERNARD FREBURGER JR.



Pensioner Bernard Freburger Jr., 82, passed away April 2. Boatman Freburger became a Seafarer in 1957 in Baltimore, Md. after serving in the U.S. Navy. He worked in the deck department, primarily aboard McAllister Towing of Baltimore vessels. Boatman Freburger was born in Maryland and called Glen Burnie, Md. home. He went on pension in 1984.

### BENJAMIN GRIGGS JR.



Pensioner Benjamin Griggs Jr., 83, died Feb. 1. Boatman Griggs started his SIU career in 1963 in Port Arthur, Texas. His first ship was the *Seabulk Tanker*. A veteran of the U.S. Marine Corps, Boatman Griggs shipped in the deck department. He was born in Knight, La. and made Kirbyville, Texas home. He retired in 1983.

### SIDNEY GUIDRY

Boatman Sidney Guidry, 62, passed away Dec. 25. A native of Louisiana, he commenced his seafaring career in 1990 in New Orleans. Boatman Guidry was a member of the steward department. He last sailed aboard the *Dodge Island*. He made his home in his native state.

### RAYMOND HUDSON



Pensioner Raymond Hudson, 80, died Jan. 22. Boatman Hudson joined the Seafarers in 1957 in the port of Philadelphia. The U.S. Navy veteran shipped in the deck department. Born in Pennsylvania, he last sailed with Moran Towing of Philadelphia. Boatman Hudson retired in 1984. He was a resident of Salisbury, Md.

### LEON MACH SR.

Pensioner Leon Mach Sr., 77, passed away Dec. 15. Boatman Mach began sailing with the SIU in 1957 in the port of Baltimore. He worked pri-

marily on vessels operated by McAllister Towing of Baltimore. Boatman Mach was a native of Maryland and shipped as a member of the deck department. He called Baltimore home.

### JAMES MARTIN



Pensioner James Martin, 70, died Feb. 4. Born in Louisiana, Boatman Martin first donned the SIU colors in 1960 in New Orleans. He went on pension in 1996 and resided in his native state.

### PEDRO MORET



Pensioner Pedro Moret, 65, passed away Feb. 22. Boatman Moret joined the union in 1976 in his native Puerto Rico. He worked in the deck department, shipping primarily on Crowley Towing and Transportation vessels. He continued to live in Puerto Rico and began receiving his retirement stipends in 1998.

### MARION PEOPLES



Pensioner Marion Peoples, 62, died Feb. 22. Boatman Peoples joined the SIU in 1988 in the port of Houston. Born in Texas, he lived in Fulton, Ky. Boatman Peoples retired in 2004.

### WILLIAM PETTIS



Boatman William Pettis, 53, passed away Dec. 27. He became an SIU member in 1975 in New Orleans. Boatman Pettis worked in the deck department. A native of Wiggins, Miss., he resided in Gretna, La.

### JAMES SEBASTIAN

Boatman James Sebastian, 61, died Dec. 10. Born in Ocean Port, N.J., he started sailing with the Seafarers in 1994 in the port of Mobile, Ala. Boatman Sebastian was a member of the deck department and worked primarily aboard Alabama Pilot vessels. He called Mobile, Ala. 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.*

### MELVIN BELLAMY



Pensioner Melvin Bellamy, 80, passed away Feb. 9. Brother Bellamy joined the NMU in 1943 initially sailing from the port of New York. He first went to sea aboard the *Christy Payne*. Brother Bellamy was born in Baltimore and shipped in the steward department. His last voyage was on the *Independence*. Brother Bellamy began collecting his retirement pay in 1967.

*Continued on page 20*

# Digest of Shipboard Union Meetings

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

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

**CLEVELAND** (Sealift), June 12—Chairman **Fareed Khan**, Secretary **Miguel E. Vinca**, Educational Director **Victorino G. Labrilla**, Deck Delegate **Leon Curtis**, Steward Delegate **Ruben C. Ong**. Chairman thanked deck department members for great job cleaning cargo hold and expressed appreciation to all departments for job well done. Secretary asked those members departing ship to clean rooms for next person and also requested everyone separate plastic items from regular trash. Educational director stressed importance of upgrading skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks given to steward department for good food and barbecue. Next port: Houston, Texas.

**BRENTON REEF** (Seabulk), June 22—Chairman **Thomas W. Lasater**, Secretary **Norman A. Jackson**, Educational Director **Charles H. Kennedy**, Deck Delegate **Joseph S. Merriweather**, Engine Delegate **Ron Westerfield**, Steward Delegate **Norman A. Jackson**. Chairman lead discussion on job security and importance of SPAD as well as changes to health benefit plan. He advised Seafarers to keep dues paid up and notify headquarters of address and/or dependent changes. Educational director urged crew to upgrade at Paul Hall Center. No beefs or disputed OT reported. Suggestions made to reduce seatime requirements for full pension benefits and raise monthly pension amounts. Bosun praised all hands for working well together. Mariners were reminded to clean lint filter in dryer due to potential fire hazard. Crew requested e-mail access. Next ports: Los Angeles and San Francisco, Calif.

**HORIZON SPIRIT** (Horizon Lines), June 30—Chairman **Howard W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Roger M. Wasserman**, Engine Delegate **Thomas V. Hastings**, Steward Delegate **Henry J. Commanger**. Chairman announced payoff at sea. He stated he would discuss medical benefit changes with patrolman in next port, Tacoma, Wash. and report back to them. He thanked everyone for following safety procedures during trip. Secretary reported new coffee machine, dryer and pillows to arrive in Tacoma. Food stores will be received in Oakland, Calif. Educational director reminded crew to keep movie cabinet locked while in port. He advised them to check document expiration dates and upgrade at union-affiliated school in Piney Point. Treasurer stated \$233 in movie fund; new movies to be purchased in Tacoma. No beefs or disputed OT reported. Steward department was praised for good food, lots of cookies and putting on a great BBQ. Next ports: Oakland; Honolulu; Guam; Hong Kong.

**LIBERTY GLORY** (Liberty Maritime), June 19—Chairman **Timothy J. Jackson**, Secretary **Matthew Scott**, Educational

Director **Mike Kifle**, Deck Delegate **Zinnon Jackson**, Steward Delegate **Joel P. Crow**. Chairman announced payoff July 1 in Houston. He thanked crew members for a smooth voyage. Secretary urged Seafarers to apply months in advance for MMDs. Educational director encouraged upgrading skills at Piney Point as "the way to go." No beefs or disputed OT reported. Galley dishwasher and ice machine are to be fixed in next port. Suggestion made to reduce age requirements for full retirement benefits and increase wages across the board. Crew thanked Bosun Jackson and Steward Scott for displaying great leadership skills on this trip.

**OVERSEAS HARRIETTE** (OSG Ship Management), June 19—Chairman **Clyde C. Smith**, Secretary **George Quinn**, Deck Delegate **George A. Giraud**, Engine Delegate **John R. Bodden**, Steward Delegate **Charles Atkins**. Chairman announced ship to dock in Houston on June 20; payoff to take place next morning. Ship will remain in Houston approximately six days before next voyage. Secretary thanked crew members for helping keep mess and lounge clean. No beefs or disputed OT reported. Phone service aboard vessel in need of repair. Suggestions made regarding lowering age and seatime requirements for full pension benefits. Crew requested new dryer in laundry room. Next port: Massawa, Ethiopia.

**PATRIOT** (Maersk Line Limited), June 14—Chairman **George B. Khan**, Secretary **Robin D. Ballard**, Educational Director **Philip A. Curtis**, Deck Delegate **Chad Chivrell**, Engine Delegate **Sjarifudin Noor**, Steward Delegate **Carmelo B. Dela Cruz**. Chairman announced reflagging of vessel to take place Aug. 19. He noted that relief list was e-mailed to Wilmington hall. Secretary reminded crew members to help keep ship neat and clean. Educational director let mariners know that class schedules for courses available at Paul Hall Center are listed in monthly *Seafarers LOG*. No beefs or disputed OT reported. Discussion held pertaining to letter from headquarters regarding staying aboard ship. Next port: Ensenada, Mexico.

**PERSEVERANCE** (Maritrans), June 27—Chairman **Thomas R. Temple**, Secretary **Louie L. Perez**, Educational Director **Leonel S. Lazo**, Deck Delegate **David R. Harvey**, Engine Delegate **German C. Valerio**, Steward Delegate **William B. Young**. Chairman advised mariners to start six months in advance when renewing z-cards. Pay raise announced effective June 1. No beefs or disputed OT reported. Discussion held about new memorandum of understanding and about changes to payroll agreement. Next ports: Galveston and Houston.

**QUALITY** (Maersk Line Limited), June 26—Chairman **John J. Williamson**, Secretary **Alexander Banky**, Educational Director **Timothy E. Pillsworth**, Engine

Delegate **Lawrence Banks**. Chairman announced July 2 payoff in Newark, N.J. Secretary requested cardiovascular gym equipment be moved to central location for all crew members to use. Educational director talked about the opportunities available at Paul Hall Center to upgrade skills. Treasurer stated \$1,300 in ship fund. No beefs; disputed OT reported in deck department. Discussion held about weekly drill and training issues. Next ports: Norfolk, Va.; Charleston, S.C.; Freeport and Houston, Texas.

**USNS DAHL** (Maersk Line Limited), June 27—Chairman **Herman L. Reynolds**, Secretary **James H. McLeod**, Educational Director **Alexander Zharkoff**, Deck Delegate **Harry C. Downey**, Engine Delegate **Keith A. Bailey**, Steward Delegate **Abraham A. Mills**. Chairman announced June 27 arrival of ship in Sasebo, Japan and several days later will leave for Saipan. He reminded crew members to stay in good standing by keeping dues paid up and making sure all documents are current. Secretary reported smooth trip from Charleston, S.C. to Sasebo. He congratulated ship's crew on successful sanitary inspection. Special thanks to bosun and deck department for always lending a helping hand. Educational director stressed importance of education and spoke about opportunities available at Piney Point school. He encouraged everyone to attend upgrading classes and reminded them that course dates are listed in *Seafarers LOG*. No beefs or disputed OT reported. Discussion held about benefits of investing in Seafarers Money Purchase Pension Plan (SMPPP). Crew requested more information on Coast Guard and STCW status as well as about changes made to Seafarers Health and Benefits Plan. Crew voted to purchase new barbecue grill for cookouts. Recommendation made to purchase fishing gear (rods, reel, tackle) for recreational purposes. DVD player and DVDs for crew lounge should arrive soon. Steward department was recognized for professionalism while preparing and serving food. Next port: Sasebo.

**WILLIAM B. BAUGH** (Maersk Line Limited), June 6—Chairman **Ralph F. Schneider**, Secretary **William H. Kane**, Educational Director **Louis A. Santiago**, Deck Delegate **Howard A. Arrington**, Engine Delegate **Justin L. Bing**, Steward Delegate **Sheng-Jen Hsieh**. Secretary reminded crew of change in medical benefits plan. Educational director encouraged Seafarers to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Moment of silence was observed for departed union brothers and sisters. Washing machine in need of repair. Thanks given to everyone for helping keep messhall, house and lounge areas clean, along with special thanks to steward department for baking great cheesecakes. Next ports: Malta, Spain, Italy and Greece.

**CHEMICAL PIONEER** (USS Transport), July 10—Chairman **Kelvin S. Cherington**, Secretary **Ronald D. Jones**, Educational Director **Terry T. Smith**, Deck Delegate **Francis W. Dover**, Engine Delegate **Antonio F. Simon**. Chairman talked about changes to medical plan and urged Seafarers to become familiar with them. He also spoke about renewing shipping documents and/or passports as well as about new tools for deck department and how to maintain them. Secretary thanked crew for keeping ship neat and tidy. He said it was a pleasure working with them for 60 days as a relief, however permanent steward to return in next port.

Educational director encouraged everyone to take advantage of Seafarers-affiliated school in Piney Point. Treasurer stated \$260 in ship's fund, in which \$40 was used to purchase CD player for gym. No beefs or disputed OT reported. Suggestions made to reduce sea time needed for full retirement and increase monthly pension. Clarification requested on shuttle service to and from ship. Next port: Bayonne, N.J.

**EXPLORER** (Maersk Line Limited), July 3—Chairman **Doyle W. Ellette**, Secretary **William R. Burdette**, Educational Director **Eugene T. Bedard**, Deck Delegate **Thomas W. Walker**, Engine Delegate **Gerardo A. Vega**, Steward Delegate **Robert Sutherland Jr.** Chairman verified rumors about reflagging, which is to take place Aug. 8 in Hong

upgrading classes at Paul Hall Center. No beefs or disputed OT reported. Treasurer stated more than \$200 in ship's fund. Three new chairs have been ordered for crew mess hall. Bosun reminded members contract negotiations are coming up soon and now would be good time to make any recommendations they may have. Suggestions made regarding pension plan. Next ports: Jacksonville, Fla.; San Juan, P.R.

**LIBERATOR** (Maersk Line Limited), July 17—Chairman **Jose F. Caballero**, Secretary **Brandon D. Maeda**, Educational Director **Michael S. Kirby**, Deck Delegate **Edwin Ortega**, Engine Delegate **Jeffrey E. Roddy**, Steward Delegate **Sukirman B. Suraredjo**. Chairman announced July 20 payoff in Newark, N.J. He reported enjoyable voyage, with excellent

## Meeting aboard the USNS Hayes



SIU Representative Kevin Marchand submitted these photos of Seafarers aboard the USNS Hayes. The photos were taken last month in Cape Canaveral, Fla. The Hayes is an acoustic survey ship that is part of the U.S. Military Sealift Command fleet.

Kong. The scheduled run is to Mexico and Panama and then Hong Kong via Chiwan, China. He noted all previous safety items have been taken care of. Any new items should be reported right away. Those persons getting off vessel should get clean linen for next person. Secretary advised Seafarers to check crew list to confirm name and book number are correctly typed. Treasurer stated \$220 in ship fund. No beefs; disputed OT reported in deck department. Recommendations made regarding wording of freightship agreement. Next ports: Ensenada and Lizardo Cardenas, Mexico.

**HORIZON CHALLENGER** (Horizon Lines), July 11—Chairman **William J. Card**, Secretary **Donald B. GaNung**, Educational Director **Hiawatha J. Williams**. Chairman stated payoff to take place when cleared by patrolman. He warned crew to expect anywhere from two to six months when renewing MMDs. Educational director stressed importance of staying educated in maritime field and by attending

crew. Educational director advised crew members to contribute to SPAD. Bosun to speak to patrolman at payoff concerning money in crew's fund. No beefs or disputed OT reported. Chairman urged crew to read *Seafarers LOG* to get better understanding of what's happening in maritime industry. Next port: Newark; Baltimore; Newport News, Va.; Charleston, S.C.

**MAERSK CAROLINA** (Maersk Line Limited), July 3—Chairman **Kadir P. Amat**, Secretary **James H. Rider**, Educational Director **Mohamed Y. Abdullah**, Deck Delegate **Abdul Q. Gharama**, Engine Delegate **Adam M. Noor**. Chairman encouraged all mariners to read president's report in each issue of *Seafarers LOG*, enhance their skills at Piney Point facility and donate to SPAD. No beefs or disputed OT reported. Recommendations made regarding retirement requirements. Thanks given to steward department for job well done. Next ports: Charleston, S.C.; Norfolk, Va.; Elizabeth, N.J.

# THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

## Polo Shirt

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



## Fenway Jacket

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



## Clipper Watch

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

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE

[WWW.SEAFARERS.ORG](http://WWW.SEAFARERS.ORG)

# Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman  
Seafarers Appeals Board  
5201 Auth Way  
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

**EDITORIAL POLICY — THE SEAFARERS LOG.** The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in

any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

**NOTIFYING THE UNION**—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President  
Seafarers International Union  
5201 Auth Way  
Camp Springs, MD 20746.

## Final Departures

Continued from page 18

### CHESTER DUGAR



Pensioner Chester Dugar, 79, died April 25. Brother Dugar started his seafaring career in 1967, shipping first from Galveston, Texas on the

*R.E. Wilson*. The steward department member was born in Texas. Before retiring in 1986, Brother Dugar worked aboard the *Shirley Lykes*.

### JOHN MARKOVIC



Pensioner John Markovic, 81, passed away April 10. Brother Markovic became an NMU member in 1943 in New York. His first

vessel was the *Markay*. Brother Markovic was born in New York and sailed in the engine department. He last shipped on the *Leslie Lykes*. Brother Markovic started receiving his pension in 1985.

### BERNARD TOR

Pensioner Bernard Tor, 77, died April 30. Brother Tor first donned the NMU colors in 1963 in the port of Jacksonville, Fla. His first voyage



was aboard the *Twin Falls Victory*. Brother Tor was a member of the steward department. His last voyage was on the *Austral Rainbow*.

Brother Tor went on pension in 1983.

### JOSEF WALTERS



Pensioner Josef Walters, 77, passed away April 27. Brother Walters was born in Germany. He began his seafaring profession in 1962 in

New York. His first ship was the *Atlantic*. A member of the steward department, Brother Walters last sailed on the *Puritan*. He began collecting his retirement compensation in 1988.

### EMANUEL WEAVER JR.

Pensioner Emanuel Weaver Jr., 83, died April 30. Brother Weaver began shipping with the NMU in 1944. His first ship was the *Alexander*. Born in New Orleans, which is also where he joined the union, Brother Weaver last sailed on the *Thompson Lykes*. He retired in 1988.

*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
Alexander, Frank	88	May 31
Artis, William	75	May 8
Brown, James	75	March 19
Buffham, Ernest	82	Dec. 28, '04
Carmona, Juan	93	June 18
Cizewski, Walter	87	June 20
Dinko, Andy	80	April 17
Ewens, Ralph	77	Feb. 13.
Felt, Eddie	79	May 28
Filas, Frank	83	May 21
Freeman, Richard	70	June 2
Frenette, Joseph	87	May 7
Galamb, Michael	86	May 26
Gant, Henry	83	March 26
Garza, Ricardo	81	May 20
Goodson, Ralph	61	June 3
Jackson, Henry	73	March 26
King, Alcee	84	April 2
Lacayo, Isidoro	70	May 12
Moore, Max	86	June 1
Morena, Antonia	86	May 23
Oakes, Douglas	78	April 19
Price, William	76	June 2
Ramos, Herminio	89	Feb. 19
Ramos, Miguel	88	June 15
Rivers, Reno	76	June 4
Roberts, Edward	72	April 14
Ruble, Cleva	84	April 12
Ryan, Walter	75	March 28
Sandoval, Joseph	80	May 14
Seaton, Charles	81	May 26
Shepherd, Donald	77	Feb. 3
Snowden, Arthur	88	May 5
Stejr, Dennis	62	June 2
Threatt, Dudley	77	May 23, '03
Tirzo, Pablo	81	May 26
Wiltshire, William	62	April 7
Wyman, Howard	85	June 2

## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 24	October 28
GMDSS (Simulator)	October 31	November 11
Lifeboatman/Water Survival	September 19	September 30
	October 29	November 11
Radar	October 10	October 19
Radar Renewal (1 day):	October 31	

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning September 5, 2005.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	September 19	November 11
Welding	October 24	November 11

### Safety Specialty Courses

Course	Start Date	Date of Completion
Government Vessels	September 26	September 30
	October 31	November 4
	November 14	November 18
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	September 26	October 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 17	October 21

### Academic Department Courses

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

Look for additional  
upgrading course dates  
in an upcoming issue  
of the Seafarers LOG.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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

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

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

9/05



# UPGRADE



## AT THE PAUL HALL CENTER

# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 664** — Graduating from the water survival class are unlicensed apprentices from class 664. Kneeling (from left) are Kevin Tyson, Alexander Ward, Stephon Thompson and Terrance Dunn. Standing are Robert Hayes, Richard Wright, William Clifton, Brandon Tanton, Robert Newcomb II, Elmer Marko, Ricardo Nuño, Dustin Schultz, Philip Smith, Daniel Manning, Stravon Jordan, Sterling Cox, Willie Frink and Ismael Garayua.



**Advanced Fire Fighting** — With their instructor, Joe Zienda (far right), are upgrading Seafarers who completed the advanced fire fighting course May 27. They are (in no specific order) Miguel Rivera, Jeff Hawkins, Mark Hummel, Roland Guity, William Parker, Seth Rockwell, Thomas Burke, Lawrence Soulier, Darrel Koonce Jr., Jason Lee, Paul Kucan II, John Barnard III, Robert Lee and Gary Ranne.



**Marine Electrician** — Successfully completing the marine electrician course June 10 are (in alphabetical order) Philip Ayotte, Daniel Borden, David Castro, Alfonza Davis, Milan Dzurek, Stanley Golden, Sammy Montana, Matthew Redlinger, Albert Riollano, Neil Warren and Quincy Wilson. Their instructor, Jay Henderson, is second from right.



**Medical Care Provider** — June 3 was graduation day for students in the medical care provider course. They are (in alphabetical order) Weston Beres, Thomas Burke, William Farmer, Robert Lee, Paul Lind, Marc Marcus, Gary Ranne, Miguel Rivera and John Zabielski. Their instructor, Mark Cates, is at far left.



**Fast Rescue Boat** — Graduating from this course June 10 under the instruction of Stan Beck (far left) are (in no specific order) Vess Dyoulgerov, Lindsey Sikora, Alvin Moore, Jason Varner, Rodolfo Antonio, Willie Jones, Antoine Jennings and James Buckowski.



**Galley Ops** — Working their way up the culinary ladder are students in the galley ops course that ended June 10. From the left are Thurman Johnson, Robert Brown, Ed Graver, Fatir Mohammed, Chef Robert Johnson and Michael Munoz.



**FOWT** — Completing the FOWT course May 20 are (in no specific order) Kyle Byron, Rodolfo Cunanan, Bernard Corbett, Lawrence Guerrero, Carlo Johnson, Michael Alexander, Darryl Churchill, Clinton Betties, Alex Rhodes, Nicholas Doffoh, Travis Zeller, Chris Burke, Paula Gomez, Daniel Gaffney, Dameon Cooler, Ryan Neathery, Ernie Smith and Hashiem Pittman. Their instructor, Eric Malzkuhn, is at left in the back row.

## Computer Lab Classes



May 27 — From left: Instructor Rick Prucha, Latoya Nix, Michael Smorowski, Benjamin Medrano, Michael Ratigan and Darryl Churchill.

Congratulations to all the students who recently received certificates of achievement for completing various computer courses offered at the Paul Hall Center.



Left: May 13 — (from left) Gary Ranne, Sean Farra, Instructor Rick Prucha and Gerry Davis.

Below: June 3 — (standing, from left) Thomas Leong, Darrel Koonce Jr., Instructor Rick Prucha, Alexander Rhodes, (seated) Fred Forsythe and William Britton.



Left: May 20 — (from left) Yamil Sanchez, Instructor Rick Prucha, David Garcia and Daniel Fields.



# Paul Hall Center Classes



**Tanker Familiarization/Assistant Cargo (DL)** — May 13 graduates of this course are (in no specific order) Philandar Walton, Andre Anderson, Richard Gonzalez, Randon Robinson, William Price, Sherrod Cutter, Travis Kirkland, Ian Chin, Kemer Rojas, Luis Segui, Abraham Straughter, Jeffery Griffin, John Yi, Timothy Eide, Edward Johnson and Oscar Pena.



**Tanker Familiarization/Assistant Cargo (DL)** — Another group of May 13 graduates of this course are (in no specific order) Thomas Guthrie IV, Scott Jones, Damaine Thorne, Remington Aldrete, Kathy Lakoduk, Michael Moerbeek, Alexander Hil, Kendrick Mincey, Heather Buskey, Marc Maffia, Geoff Hall, David Spangler, Danny Faidley, Josh Sypolt, Kyle Parson, Kenny Potts, David Spaulding and Samuel Thatcher.



**Welding** — Graduation certificates for completion of the welding course were given May 27 to (in alphabetical order) William Boyd, William Britton, Scott Heginbotham, Michael Kirby, Eric Mentzer, Jerry Naya and Rick Worthington. Their instructor, Buzzy Andrews, is second from right.

## Basic Safety Training Classes



**STCW** — NCL, May 27: Minerva Adams, Gary Aragon, Humberto Badillo III, Sara Beedy, Robert Bell, Jay Biggerstaff, Barbara Boyd, Carrie Bradfute, Andrzej Brzozowski, Carolyn Carlock, Sean Castiglione, Melanie Cole, Albert Crawford, Casey Cronin, Teodoro Cuyugan, Brian Dana, Polly Daugherty, Mindy Delagrange, Richard Doral, Benjamin Dugas, Jonathan Ebbs, John Eisner and Dana Freddie.



**STCW** — NCL, June 3: Bernardine Lazaro, Ryan Lefever, Michael McWilliams, Maureen Mikan, Jessica Neville, Laralynne Olayiwola, William Owens III, David Petty, Carl Reaves, Melissa Roberson, Steven Robinson, Daniel Rohdenburg, Supakit Sakarindr, David Savage, Sean Singleton, Cristina Slagter, Sonja Staves, Stephanie Stockwell, Justin Talbert, Rebecca Tomak, Harold Valderama, Maryana Vardanyan, Robert West, Christopher Williams and Jill Williamson.



**STCW** — NCL, May 27: Stephanie Maddox, Susana Martinez, Keith Maxey, Brittany McCormick, Joel McLean, Meredith McNutt, KaSondra Middleton, Daren Mitchell, Terence Moe, Matthew Molesky, Robert Niccum, Miguel Olvera, Fabelle Orta, Lyudmila Puchalsky, Rosss Ramsey, Phillip Reed, Lindsay Roberson, Elizabeth Robertson, George Rodrigues, Yael Roller, Christopher Romero, Amanda Rowe, Carlos Saldana Jr., Gerard Schuler Jr., Lawrence Guerrero and Michael Ratigan.



**STCW** — NCL, May 13: Arnulfo Aguilar, Mario Alfaro, Melanie Allen, Nicolas Ayala, Christopher Baird, Zach Balise, Brian Barnetti, Ellen Barriga, Carl Bost, Anthony Brost, Jamion Brunsting, Dion Buford, John Bureson, Ronald Calimlim, Salvador Cardenas, Melissa Carpenter, Brent Clayton, Mark Connolly and Cody Cousins.



**STCW** — NCL, May 27: Bethany Seay, Roosevelt Sellars, Julie Shanley, Claudia Silver, Michael Simpson, Brian Smith, Corey Splonick, Garrett Stephens, Steven Stewart, Robert Sumner, Melissa Swift, Jonda Tanner, Vanessa Thompson, Svetlin Vajarsky, Heather Van Til, Richard Venair, Irene Volonakis, Seth Walker, Star Walters, Derome Washington, Brian Weeks, Andrew Wells, Sheila Winslow, Andrew Wiseman, Denise Wright, Tom Posely and Ibrahim Yahya.



**STCW** — NCL, May 27: Joseph Freddie III, Robert Fries, Robert Frye, Kenneth Gielda, George Gooden, Karen Gordon, Heather Gray, Robert Hacker, Karen Harley, Anissa Harvey, Judy Hatfield, Lora Hendrickson, Jeffery Jarvis, Kyle Jensen, Jarrad Johnson, Tenea Jones, Kevin Kelly, Matthew Koresko, John Korhel, Linda Koyama, Jason Kuhn, Deleandre Leandre, Cathy Lenihan, Rembo Li, Kristin Lodginski and Bernard Corbett.

**STCW** — NCL, May 13: Jay Woodward, Mark Putnam, Melody Rathbun, Michael Spinks, Troy Spinner, Christopher Pérez, Shelley Renfro, Carol Poulton, Joseph Reid, Rachael Williams, Philip Redmond, Cassondra Ott, Stephen Pettit, Alicia Saunders, Rene Pugh, John Ray, Matthew Phillips, Arminta Thompson, Adrienne Taylor, Zachery Olsen and Julie Sidor.





September 11, 2001

We will  
never forget.

# What Is an American?

*Editor's note: This article first was published September 25, 2001 by the National Review—two weeks after the terrorist attacks in New York, Washington and Pennsylvania. In light of the recent attacks in London, and subsequent threats against the U.S., the article once again seems timely. The author, Peter Ferrara, is the general counsel and chief economist for Americans for Tax Reform, which describes itself as the nation's largest grassroots taxpayer advocacy group. He gave the LOG his permission to reprint this piece.*

**Y**ou probably missed it in the rush of news last week, but there was actually a report that someone in Pakistan had published in a newspaper there an offer of a reward to anyone who killed an American, any American.

So I just thought I would write to let them know what an American is, so they would know when they found one.

An American is English . . . or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be African, Indian, Chinese, Japanese, Australian, Iranian, Asian or Arab, or Pakistani or Afghan.

An American is Christian, or he could be Jewish, or Buddhist, or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them chooses.

An American is also free to believe in no religion. For that, he will answer only to God, not to the government or to armed thugs claiming to speak for the government and for God.

An American is from the most prosperous land in the history of the world. The root of that prosperity can be found in the Declaration of Independence, which recognizes the God-given right of each man and woman to the pursuit of happiness.

An American is generous. Americans have helped out just about every other nation in the world in their time of need. When Afghanistan was overrun by the Soviet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country. As of the morning of September 11, Americans had given more than any other nation to the poor in Afghanistan.

An American does not have to obey the mad ravings of ignorant, ungodly cruel, old men. American men will not be fooled into giving up their lives to kill innocent people, so that these foolish old men may hold on to power. American women are free to show their beauti-

ful faces to the world, as each of them chooses.

An American is free to criticize his government's officials when they are wrong, in his or her own opinion. Then he is free to replace them, by majority vote.

Americans welcome people from all lands, all cultures, all religions, because they are not afraid. They are not afraid that their history, their religion, their beliefs, will be overrun, or forgotten. That is because they know they are free to hold to their religion, their beliefs, their history, as each of them chooses.

And just as Americans welcome all, they enjoy the best that everyone has to bring, from all over the world. The best science, the best technology, the best products, the best books, the best music, the best food, the best athletes.

Americans welcome the best, but they also welcome the least. The national symbol of America [the Statue of Liberty] welcomes your tired and your poor, the wretched refuse of your teeming shores, the homeless, tempest tossed.

These, in fact, are the people who built America. Many of them were working in the twin towers the morning of September 11, 2001, earning a better life for their families.

So you can try to kill an American if you must. Hitler did. So did General Tojo and Stalin and Mao Tse-Tung, and every bloodthirsty tyrant in the history of the world.

But in doing so, you would just be killing yourself. Because Americans are not a particular people from a particular place. They are the embodiment of the human spirit of freedom. Everyone who holds to that spirit, everywhere, is an American.

So look around you. You may find more Americans in your land than you thought were there. One day they will rise up and overthrow the old, ignorant, tired tyrants that trouble too many lands. Then those lands, too, will join the community of free and prosperous nations.

And America will welcome them.