

The

# SEAFARERS LOG

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

## Aloha, Pride of Hawaii!

Newest NCL America Ship Signals More SIU Jobs



Seafarers welcomed the third ship in NCL America's fleet—the Pride of Hawaii—at the vessel's christening May 20 in Los Angeles. SIU President Michael Sacco (far left) was one of the featured speakers at the event. U.S. Senator Daniel Inouye (D-Hawaii) (left in photo at immediate left, with Star Cruises Chairman Tan Sri Lim Lok Thay) sponsored and named the SIU-crewed ship at the pierside event. The official naming is shown in photo at upper left—pictured from left to right are NCL President and CEO Colin Veitch, Father Kahu Kordell Kekoa, Senator Inouye, Chairman Tan Sri Lim Lok Thay and Pride of Hawaii Capt. Kjell Nesheim. Pages 3, 12, 13.

## Seafarers Honored on National Maritime Day



SIU members were honored during National Maritime Day ceremonies May 22 in Washington, D.C. In the nation's capital, the union participated in events hosted by the Department of Transportation's Maritime Administration, the Military Sealift Command (MSC) and the Propeller Club. The SIU also took part in other



Maritime Day ceremonies elsewhere across the country, including in San Pedro, Calif., where SIU President Michael Sacco was the keynote speaker. Pictured above, SIU officials and apprentices from the Seafarers-affiliated Paul Hall Center for Maritime Training and Education are joined by Rear Admiral Robert Reilly Jr., MSC commander, and Acting Deputy Maritime Administrator and Chief Counsel Julie Nelson. At right, SIU Bosun Thomas Moore (center) receives recognition for sailing in hurricane relief operations from U.S. Secretary of Transportation Norman Mineta and Acting Deputy Administrator Nelson. At left, U.S. Secretary of Labor Elaine Chao reinforces her support for a strong U.S.-flag fleet. Coverage starts on page 24 and continues on page 10. It's also mentioned in President Sacco's column on page 2.



**Scholarship Winners Announced**  
Pages 2, 7

**USNS Spica in Rescue Operation**  
Page 9



# President's Report

## Mariners' Heroism, Then and Now

For National Maritime Day this year I was invited to speak in San Pedro, California before members of the American Merchant Marine Veterans and others who support the U.S. Merchant Marine.



Michael Sacco

As usual, I appreciated the opportunity to formally discuss our industry's proud past and bright future. Also as usual, it was even more enjoyable afterward, when I informally met with a number of old salts in the audience. Those types of meetings are the best kind, especially when they involve U.S. Merchant Mariners from the "greatest generation."

One of the points I emphasized to the entire group is that the passage of time tends to sanitize parts of our history. We simply cannot let that happen to U.S. Merchant Mariners who made the ultimate sacrifice for their country.

When we memorialize our mariners, we should consider not only their fates, but also the incredible challenges they faced, most notably during World War II. For younger generations, those challenges probably seem distant and maybe even limited on the pages of history books, or in the grainy footage that was shot more than 60 years ago.

But for the mariners of World War II, the odds weren't good. The fear was real. The enemy was deadly. And yet the mission was essential.

In San Pedro, some of the audience members knew from experience that the seafarers of World War II were attacked from every angle. They were bombed from enemy airplanes, fired upon by enemy ships and torpedoed by enemy submarines.

Many did not survive. They died in blazing explosions, in icy waters, in lifeboats that drifted away to nothing. They died defending their country.

Yet the mariners of that era also pulled off the greatest sealift operation in history. They sailed in every theater, regardless of the danger. They moved more than 300 million tons of materiel. They absolutely earned the title of America's fourth arm of defense. Simply put, they delivered when their nation and indeed the rest of the free world needed them the most. As General Dwight Eisenhower said during the early stages of World War II, "When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

Of course, the U.S. Merchant Marine's heritage covers much more than World War II. Our mariners have been there literally since Revolutionary times, right up to today as we sail in support of our troops in Operations Enduring Freedom and Iraqi Freedom. The seafarers' names and faces have changed, and the ships look a lot different nowadays too, but our commitment never wavers. Our reliability never lessens. Our message to our troops and to the rest of our countrymen is the same: You can count on us!

Equally important is the fact that America still needs to maintain a strong U.S.-flag fleet to help protect national and economic security. History has taught us, again and again, that when America is involved in conflicts, it depends on the sealift provided by a strong merchant marine. There is no other reliable, practical alternative.

Before the Maritime Day events in San Pedro, I spent time at the christening of NCL America's new cruise ship, the *Pride of Hawaii*. As you would expect, it's a beautiful ship. It offers every luxury a passenger could want.

But when I look at a ship like the *Pride of Hawaii*, I tend to look past the bells and whistles. What I see is the American flag flying proudly from the stern. What I see are American men and women working aboard that ship. What I see is one more reason why the U.S. Merchant Marine has a bright future.

The deep sea cruise industry is a newly revitalized part of the merchant marine, but it most definitely is an important part. In fact, thousands of new jobs have been created aboard NCL America's three U.S.-flag cruise ships—a development that helps maintain a pool of well-trained American mariners who can sail on military support vessels when needed.

So in a way, I think the *Pride of Hawaii* pays tribute to the U.S. Merchant Marine of years past. I also believe it symbolizes the ongoing truth that the best way we can honor the mariners of yesterday and confirm that they did not die in vain is to keep the American flag flying on the high seas.

For all the right reasons, the SIU continues helping lead the fight to maintain and revitalize all segments of the U.S.-flag fleet. It's a battle we are winning, as evidenced by the recent and current construction of new cruise ships and tankers, new containerships and RO/ROs and ATBs. It's also evident in the continued strong support from the administration, Congress and the military for key programs including cargo preference, the Jones Act and the Maritime Security Program, which are nothing short of vital to the U.S. maritime industry.

As I said in San Pedro, the U.S. Merchant Marine has a lot to be proud of. We also have a lot to look forward to, and you better believe the SIU will continue living up to the high standards of our brothers and sisters throughout history who never failed to deliver.

# Labor Secretary Announces Training Grant

U.S. Secretary of Labor Elaine L. Chao early last month announced a grant of almost \$2.5 million to train workers for maritime occupations within the transportation industry. According to the U.S. Department of Labor (DOL), "The grant to the education and training affiliate of the Seafarers International Union is part of almost \$6.3 million invested to date in the transportation sector through the President's High Growth Job Training Initiative, a strategic plan to prepare workers for jobs in vital industries."

"There are many career opportunities in the maritime industry for workers with the right skills," said Secretary Chao. "This \$2.5 million grant under the President's High Growth Job Training Initiative will help thousands of new and incumbent workers to acquire or upgrade their skill-sets and knowledge base to access and retain good paying jobs on board merchant vessels."

In announcing the grant, the Labor Department noted that the Paul Hall Institute of Human Development (a component of the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md.) "will take on this nationwide project to develop curriculum and learning tools for a variety of seafaring occupations, including the various logistical skill sets required of military sealift command storekeepers, as well as those needed in shipboard security and sanitation. Also an Apprenticeship Certificate of Training Program for cruise ship hospitality will be created. Some 4,000 new workers will be trained for positions as entry-level mariners, and 1,000 incumbent workers will receive training



The school features state-of-the-art equipment including a full mission bridge simulator.

to upgrade their skills."

Paul Hall Center Director of Training Bill Eglinton stated, "This grant is going to advance our technology to improve apprenticeship training, including competency-based training. It will give students a jump-start in their vocational education and training."

Eglinton also noted that in 2003, Secretary Chao reported that she along with the Seafarers International Union and Paul Hall Institute leadership developed and approved the first-ever National Apprenticeship Standards for the maritime industry. This led to new programs offered for mariners in all three shipboard departments: deck, engine and steward. Without exception, those programs meet U.S. Coast Guard certification requirements.

Eglinton concluded, "I believe this grant is an investment in America's national and economic

security. The U.S. Merchant Marine continues to serve as our nation's fourth arm of defense in Operations Enduring Freedom and Iraqi Freedom, just as they have done throughout American history."

The DOL reported that "industry partners in this project include Alaska Tanker Company, American Steamship, Crowley Liner, Horizon Line, Liberty Maritime, NCL America, OSG Ship Management, and Pacific Gulf Marine. Additional partners include workforce investment boards, One-Stop Career Centers, Job Corps Centers, faith-based and community organizations, community colleges and high schools."

"As the seafaring sector evolves, maritime occupations demand workers with greater skills," said Assistant Secretary of Labor for Employment and Training Emily Stover DeRocco. "This nearly \$2.5 million grant under the President's High Growth Job Training Initiative will train thousands of workers across the country for successful careers in the water transportation sector."

In a press release, the DOL pointed out, "The President's High Growth Job Training Initiative is a strategic effort to better prepare workers to take advantage of new job opportunities in high growth sectors of the American economy. Through executive forums with leaders of expanding industries, critical workforce gaps and issues are identified. Solutions are then created in cooperation with employers, educational institutions and the public workforce system."



The Paul Hall Center offers comprehensive training for mariners.

## 4 Seafarers, 5 Dependents Selected for Scholarships

The Seafarers Health and Benefits Plan has announced this year's scholarship recipients. Selected by a panel of professional educators last month were four Seafarers and five dependents of SIU members—for a total monetary value of \$132,000.

**Rahul Bagchi** of Ansonia, Ct. is the Seafarer selected for a \$15,000, three-year scholarship. Receiving \$6,000 stipends are **Ken Stathos** of Hollywood, Fla. and **Karen Domerego** of Mesa, Calif. **Brian McLarnon** of Wilmington, N.C. has been awarded a \$5,000, one-year scholarship.

The five dependents of SIU members are Renee Dunham-Jones, wife of Recertified Steward **Raymond Jones**; Ryan Kirby, son of deep sea member **Michael Kirby**; Suci Madjidji, daughter of QMED **Sjamsidar Madjidji**; Shaval Stewart, daughter of AB **Mark Stewart**; and Kayla Watson, daughter of AB/Tankerman **Randy Watson**.

This year's selection committee, meeting in St. Croix, V.I., was appointed by the Board of Trustees of the Seafarers Health and Benefits Plan.

The panel was composed of the following scholars and academicians: Dr Michael Glaser, St Mary's College of Maryland; Dr. Gayle A. Olson, University of New Orleans (retired); Dr. Trevor Carpenter, Charles County (Md.) Community College (retired); Dr. Charles Lyons Jr., American Association of Colleges and Universities; Father David A. Boileau, Ph.D., Loyola University; Dr. Keith Schlender, Medical College of Ohio; and Professor Louis Fernandez, provost and vice president of academic affairs, California State (San Bernardino).

See page 7 for brief descriptions of the backgrounds and educational goals of the nine college-bound students.

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

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# Pride of Hawaii Christened

Amid much fanfare and celebration, the Seafarers-crewed *Pride of Hawaii*—the largest and most luxurious U.S.-flagged passenger ship ever built—was christened May 20 at a pierside ceremony in the port of Los Angeles by Sen. Daniel Inouye (D-Hawaii).

Inouye, who was selected as the first-ever “godfather” of a contemporary cruise ship, “is the father of this project and its most steadfast supporter,” stated NCL America President and CEO Colin Veitch in announcing the selection earlier this year, “and the introduction of the *Pride of Hawaii* is its crowning event. So there can be no one more fitting than he to name our newest U.S. flagship.” (The senator’s wife, Margaret, who passed away earlier in the year, christened the *Pride of Aloha* in 2004.)

“The christening of *Pride of Hawaii* is the capstone of America’s return to the passenger cruise industry,” noted the senator at the official ceremony. “In addition to the significant economic benefits to the visitor industry in my state of Hawaii, *Pride of Hawaii* and her sister ships will have a broad economic impact throughout the United States by creating as many as 20,400 direct



Crew members and guests enjoy the ceremony as SIU President Michael Sacco conveys the union’s enthusiasm for the NCL America fleet.

and indirect jobs, including thousands of U.S. seafarer jobs and nearly \$1 billion in annual U.S. economic activity. I am very proud to serve as *Pride of Hawaii*’s sponsor.”

Inouye was joined by six female crew members from the vessel—all Hawaiian natives—who christened the ship with the traditional bottle of champagne.

In addition to Veitch and Inouye, also addressing the audi-

ence were Star Cruises Chairman Tan Sri Lim Lok Thay; U.S. Coast Guard Capt. Paul Wiedenhoef; Julie Nelson, Acting Deputy Maritime Administrator and Chief Counsel of the Maritime Administration; and SIU President Michael Sacco.

“What a great day for the American-flag cruise ship industry,” Sacco stated. “We are proud to be here today with NCL America to celebrate this historic event. These U.S.-flag cruise ships create thousands of American seafaring jobs and represent a real partnership between NCL America, the shipboard workers and their unions.”

Sacco congratulated NCL America for its confidence, commitment and partnership in the cruise ship project.

“Most of all,” he continued, “I want to thank Senator Inouye and the entire Hawaii delegation for their strong leadership and their complete support of the NCL America fleet. In particular, Senator Inouye has been an extraordinary ally and a determined, powerful voice in leading the effort to deliver the *Pride of Hawaii* along with the *Pride of America* and the *Pride of*

*Aloha*....Like Colin (Veitch) has said, Senator Inouye truly is the father of this project.”

Sacco stated, “You all see the results: New ships. New Jobs. A boost to the United States economy. Brothers and sisters, I’d call that a win-win situation.”

In concluding his remarks, Sacco said, “Last but not least, I want to offer a special welcome to the union members who are working aboard the *Pride of Hawaii*. That goes for the members of my union—the Seafarers—as well as the officers from the MEBA. Brothers and sisters, keep up the great work. Aloha!”

Tan Sri Lim Lok Thay said, “Today marks the culmination of our effort. This is the third and largest ship in a planned three-ship U.S.-flagged fleet. We have invested over \$1.2 billion building these three world-class mega ships, purposely built for our unique Freestyle Cruising and outfitted to reflect the spirit and Aloha of the Hawaii Islands.”

much more challenging and less developed model of U.S.-flag cruising,” he said, noting that NCL has consistently been at the forefront of innovative developments and breaking with tradition.

See pages 12-13 for photos of the crew and ship when the vessel docked in Baltimore.

Bosun **Victor Mariano** signed aboard the ship in March when it was still being completed in Germany. Mariano has sailed with the SIU for 15 years, including voyages on the old cruise ships, the *Independence* and *Constitution*. He found sailing on a brand new cruise ship a totally different experience, even though most of the initial work consisted of cleaning and maintenance. “Things are going pretty well. We’ve been very busy,” he noted.

Carpenter **Scott Paxton** agreed that the crew had been extremely busy getting the vessel



Little room was left on either side of the *Pride of Hawaii* as the vessel went through the Panama Canal. The new U.S.-flag cruise ship has a beam of 105 feet. The largest the canal can accommodate is 108 feet.

Veitch added his pride in honoring the development of the latest SIU-crewed vessel. “I’m very proud to celebrate the completion of a daring project to convert a large part of our business from the traditional model of the international cruise industry to the

ready for its debut as the newest U.S.-flag cruise ship, but said that spirits were good and everyone was doing their part.

The voyage has been a “dream come true” for **Colette DiMarco**, a waiter from Glenwood Springs, Colo. “Not only was I being paid to learn [in Piney Point], but I’ll also be spending my birthday traversing the Panama Canal. How exciting is that!” she exclaimed in late April, when the ship stopped in Baltimore, its first U.S. port following the transatlantic voyage from Europe.

After a week in Baltimore, the *Pride of Hawaii* set sail for Miami (NCL headquarters), through the Panama Canal, and on to San Francisco and Los Angeles for the christening. Its first port of call in Hawaii (at LOG press time) was scheduled for Nawiliwili, Kauai and then on to Hilo, Kahului and Kona before arriving in Honolulu June 3. The vessel is expected to enter service Monday, June 5, where it will join its SIU-crewed sister ships, the *Pride of Aloha* (which began sailing in 2004) and the *Pride of America* (christened last summer) in offering seven-day interisland cruises.



The christening in Los Angeles is celebrated by (from right to left) SIU President Michael Sacco, NCL President & CEO Colin Veitch, U.S. Coast Guard Capt. Paul Wiedenhoef (Commander of Coast Guard Sector Los Angeles-Long Beach), U.S. Senator Daniel Inouye (D-Hawaii), Acting Deputy Maritime Administrator and Chief Counsel Julie Nelson, Star Cruises Chairman Tran Sri Lim Lok Thay and his wife, Puan Sri.



The pierside ceremony May 20 in Los Angeles officially signaled the entry of the *Pride of Hawaii* into NCL America’s SIU-crewed fleet.



# Legislature Honors Alaska Tanker Co.

SIU-contracted Alaska Tanker Company (ATC) recently added to its well-earned collection of safety awards when the Alaska State Legislature honored the organization for its consistently outstanding record.

Alaska State Rep. Vic Kohring, State Senate President Ben Stevens and Speaker of the House John Harris presented ATC President and CEO Anil Mathur

with a declaration commending the company for its safety-related efforts and achievements. Joining them at the May 4 ceremony in the Territorial Senate Chamber in Juneau, Alaska were Alaska Commissioner of Labor Greg O'Claray, Alaska House Minority Leader Ethan Berkowitz, SIU Representative Tracey Mayhew and representatives from the Marine Engineers' Beneficial

Association (MEBA).

Based in Beaverton, Ore., ATC operates six Seafarers-crewed vessels including three of the four new Alaska Class tankers built in San Diego (the *Alaskan Frontier*, *Alaskan Explorer* and *Alaskan Navigator*). The fourth of the new ships is scheduled for delivery near the end of this year.

The commendation from the legislature "honors ATC and its employees for achieving the highest levels of safety and environmental performance while carrying Alaska North Slope crude oil from Valdez, Alaska to refineries in Washington, California and Hawaii. This outstanding record is unsurpassed," notes the certificate.

The document also points out, "ATC is the first tanker operator in the Alaska trade with its fleet comprised entirely of double-hulled ships.... ATC has also strongly supported an Alaskan hire policy since its inception in 1999.



The double-hulled tanker *Alaskan Legend* is under construction in San Diego. It is scheduled for delivery to ATC later this year.



Pictured at the presentation in Juneau, Alaska honoring SIU-contracted Alaska Tanker Company are (from left) Commissioner of Labor Greg O'Claray, Senate President Ben Stevens, House Minority Leader Ethan Berkowitz, SIU Representative Tracey Mayhew, ATC President and CEO Anil Mathur, State Representative Vic Kohring, MEBA Representatives Joe Geldhof and Ben Goldrich, and Speaker of the House John Harris.

## Abercrombie Receives 'Salute to Congress' Propeller Club Award Recognizes Maritime Advocate

U.S. Rep. Neil Abercrombie (D-Hawaii), a passionate and outspoken friend of the U.S. Merchant Marine, recently received the 2006 "Salute to Congress" award, presented by the Propeller Club of the United States.

Abercrombie garnered the 22<sup>nd</sup> annual award during a dinner ceremony May 2 in Bethesda, Md.

"This is the maritime industry's premier award, and I'm honored to receive it," said Abercrombie. "When everything is said and done, the U.S. maritime industry is a critical component of U.S. national security. I'm very grateful for this recognition of my efforts on behalf of the working men and women who make up the backbone of our nation's merchant marine in peace and war."

The SIU was well-represented at the ceremony, as President Michael Sacco, Executive Vice President Augie Tellez, Secretary-Treasurer David Heindel, Vice President Contracts George Tricker and Assistant Vice President Ambrose Cucinotta attended on behalf of the union. Overall, an estimated 400 people were in the audience, including a number of U.S. senators and congressmen.

The Propeller Club of the United States is a grassroots, non-profit organization dedicated to the enhancement and wellbeing



SIU Executive VP Augie Tellez (left) congratulates U.S. Rep. Neil Abercrombie (D-Hawaii) on receiving this year's Salute to Congress Award.



U.S. Rep. Neil Abercrombie (D-Hawaii) uses a local newspaper to make a point during Maritime Trades Department meetings earlier this year in San Diego, as MTD and SIU President Michael Sacco listens along with the rest of the audience.

of all interests of the maritime community, nationally and internationally. The organization aggressively promotes the maritime industry through many of its programs and partnering with similar organizations.

Abercrombie first served in the U.S. House of Representatives in 1986 and has backed the U.S. maritime industry throughout his career. He was a member of the now-defunct Merchant Marine and Fisheries Committee and currently serves on both the Committee on Armed Services and the Committee on Resources as well as several subcommittees.

In accepting the award, Abercrombie noted that he is a strong supporter of the Jones Act. He also pointed out that he helped secure House passage of legislation in 2003 that facilitated the successful efforts of Norwegian Cruise Lines to launch a U.S.-flag component (SIU-contracted NCL America). Abercrombie also has backed programs which provide loan guarantees and other forms of support for the U.S. shipping and shipbuilding industries.

In a news release announcing the 2006 award, the Propeller Club noted that Abercrombie "is

being honored for his consistent and strong support of the United States maritime industry."

Frank Baptista Sr., international president of the Propeller Club of the United States, said, "Being from Hawaii, Congressman Abercrombie knows the importance of trade and supports those that work in the maritime industry both ashore and at sea."

Past recipients of the Salute to Congress award include Senator Daniel Inouye (D-Hawaii), Senator Trent Lott (R-Miss.) and Rep. Duncan Hunter (R-Calif.) and Rep. Don Young (R-Alaska).

During the most recent meetings of the AFL-CIO Maritime Trades Department executive board earlier this year in San Diego, Abercrombie pointed to the Jones Act as a potential foundation for an expanded national maritime policy. He said he is carrying the message in Congress that "maritime has to be the number one security interest of this nation. Not just port security, but shipbuilding and a merchant marine owned and operated under the Jones Act must become a fundamental premise of American policy."

"Since 2002, ATC ships have safely carried 43.6 billion gallons of crude oil with just 27.2 gallons of hydraulic oil escaping to the sea (as a consequence of storm damage)," the award text continues. "Furthermore, ATC has completed nine million man-hours of operation without anyone being so hurt that they were unable to return to work the next day (zero lost time injuries). This covers the period from January 2002 through February 2006 and is based on OSHA reporting standards.

"The United States Coast Guard recognized ATC's outstanding performance in 2004 when the company was awarded the Benkert 'Osprey' Gold Award. This award was given in recognition of 'outstanding achievement in marine environmental protection that goes

beyond mere compliance with industrial and regulatory standards.' The Osprey is the highest environmental award given by the Coast Guard.

"ATC maintains a single focus on operational excellence and for this has been recognized by its stakeholders including BP, its unions, the Prince William Sound Citizens Advisory Council, and every environmental regulatory agency in the State.

"The members of the Twenty-fourth Alaska State Legislature extend their appreciation to Alaska Tanker Company for its superb record of safe operation, environmental stewardship, and its community outreach program in Alaska."

Harris, Stevens and Kohring signed the document, while dozens of additional cosponsors' names also are listed.

## Amendment Aims to Maintain RRF

An amendment contained in the House version of the National Defense Authorization Act of 2007 calls for fully maintaining the U.S. Ready Reserve Force (RRF).

Jointly sponsored by U.S. Rep. Neil Abercrombie (D-Hawaii) and U.S. Rep. Candice Miller (R-Mich.), the amendment stipulates that the "Secretary of Defense, in consultation with the Secretary of Transportation, shall submit to Congress by not later than March 1, 2007, a report describing a five-year plan for maintaining the capability of the Ready Reserve Force of the National Defense Reserve Fleet necessary to support Department of Defense wartime missions and support to civil authority missions."

The amendment requires that the RRF be maintained at a minimum of 58 vessels until the aforementioned report is submitted.

The House passed the National Defense Authorization Act on May 11, by a vote of 396-31. The legislation now moves to the Senate.

Before the Abercrombie-Miller amendment had been introduced, the maritime industry newspaper *Trade Winds* published a story indicating that the RRF unexpectedly may face significant cuts of up to 26 vessels. It wasn't immediately clear how those potential cuts would be in accord with the government's

stated plans from earlier this year to possibly begin a reserve fleet for the Federal Emergency Management Agency.

One thing that is readily apparent, however, is the RRF's key role in America's national and economic security. The U.S. Maritime Administration, which owns the RRF fleet, describes those vessels as having greatly aided U.S. military operations along with relief efforts following last year's devastating hurricanes in the Gulf.

"The RRF made a major contribution to the success of Operation Desert Shield/Desert Storm from August 1990 through June 1992, when 79 vessels were activated and operated to meet military sealift requirements," the agency notes on its web site. "The RRF has rightfully been called 'American Seapower's Reliant Partner.'"

"During Operations Enduring and Iraqi Freedom, the combined strategic sealift operation provided more than 80 percent of all cargo transportation to the theater of operations. Led by the U.S. Transportation Command, this joint effort included the Military Sealift Command, the Military Traffic Management Command, and the Maritime Administration. Forty RRF vessels supported Army and Marine missions during the operations providing up to 20 percent of the total combined surge sealift capacity."



# Proposed Rules Issued for New Credentials

## Union Examining Potential Content, Methods for Issuing TWIC

The implementation of the highly anticipated Transportation Workers Identification Credential (TWIC) now is one step closer to becoming reality.

Two Department of Homeland Security (DHS) Agencies—the Transportation Security Administration (TSA) and the U.S. Coast Guard—on May 10 issued proposed regulations for a biometric-based identification credential for port workers. The notice of proposed rulemaking (NPRM), which lays out specific details on the program, will be

published in the *Federal Register* in the coming days. The public will have 45 days to comment, and four public meetings will be hosted by the TSA and Coast Guard to solicit input.

In a closely related matter, the Coast Guard also will publish a proposed regulation that works in conjunction with the TWIC to streamline the current credentialing process for merchant mariners. It will publish on the same day as the TWIC NPRM.

The publication of these two rulemakings follows an an-

nouncement last month by DHS Secretary Michael Chertoff that his agency will begin conducting name-based background checks on approximately 400,000 port workers within the United States. These checks are being presented as an immediate measure to safeguard the nation's ports while the DHS expedites the rollout of the TWIC.

"TWIC is designed to ensure that individuals posing a security threat do not gain access to our nation's ports," said Kip Hawley, TSA assistant secretary. "Today's

proposed rulemaking represents a significant milestone towards putting TWIC on the fast track."

The TWIC rule proposes the following:

- TSA would collect worker's biographic information including 10 fingerprints; name; date of birth; address and phone number; alien registration number, if applicable; photo; employer; and job title.

- All individuals with unescorted access to secure areas of port facilities and vessels regulated under the Maritime Transportation Security Act would be required to have a TWIC. This includes longshoremen, port operator employees, truck drivers and rail workers. U.S. Merchant Mariners who hold an active Merchant Mariner's Document (MMD), Merchant Mariner's License, Certificate of Registry or an STCW Endorsement also would be required to obtain a TWIC.

- Background checks would include a review of criminal history records, terrorist watch lists, legal immigration status and outstanding warrants.

- The TWIC would utilize so-called "smart card" technology and include a worker's photo, name, biometric information and multiple fraud protection measures. The card would be consistent with Homeland Security Presidential Directive-12 and Federal Information Processing Standards Publication 201-1. It would be interoperable with other federal credentials built to those standards.

- The program is expected to cover 750,000 workers and would be funded through user fees. TSA anticipates workers would pay approximately \$139 to receive a TWIC. Workers with current, comparable background checks would pay approximately \$105 for the credential. A TWIC card would be valid for five years.

- Port facility and vessel owners and operators would be required to implement the TWIC into their existing access control systems and operations, purchase and utilize card readers, and update their approved security

plans.

The Merchant Mariner Credential (MMC) rule proposes the following:

- A new MMC would combine the elements of the Merchant Mariner's License, MMD, Certificate of Registry, and STCW Endorsement into one qualification credential.

- Although the format in which the mariner's qualifications and the application process itself would change, the training, experience and other requirements necessary to obtain a mariner's service qualifications would not change.

- Merchant mariners would no longer be required to visit a Regional Exam Center to submit fingerprints and identification or to take an oath when they obtain or renew their credentials, potentially resulting in substantial time and travel savings.

- The MMC would appear in certificate form with many fraud protection measures. Although the actual format of the MMC is still in development, it is expected to look much like the recently released STCW Endorsement, as well as contain many of the security features used in that new certificate.

TSA laid the foundation for the establishment of the universal credential through a technology evaluation and prototype test. During the prototype test of the credential last year, TSA issued more than 4,000 TWICs to workers at 26 sites in six states.

All Seafarers are reminded that the foregoing points about the TWIC and the MMC are proposals only; nothing has been finalized with respect to either credential. A great many issues have to be addressed and resolved by all stakeholders, including the SIU, which currently is examining the 277-page advanced copy of the NPRM to ascertain its input on behalf of merchant mariners. Therefore, it would be premature to speculate on what the final regulations will entail. Future editions of the *Seafarers LOG*, as well as the union website ([www.seafarers.org](http://www.seafarers.org)) will carry this information as it becomes available.

## Dept. of Homeland Security Issues Maritime Infrastructure Recovery Plan

The U.S. Department of Homeland Security on May 1 released a 63-page Maritime Infrastructure Recovery Plan (MIRP).

The plan provides a standardized procedure for the restoration of maritime transportation systems following an incident of national significance. It includes a readiness plan aimed at promoting and maintaining preparation in the U.S. maritime community.

### What is the MIRP?

- The MIRP is intended to protect the American economy by facilitating the restoration of passenger and cargo flow, specifically container cargo, in the event of an attack or similarly disruptive event. Container cargo is more likely to hold perishable items in immediate need of unloading, or items that are key components in the production of consumer goods.

- The MIRP includes an exercise plan to maintain a level of preparedness within maritime field. This plan recommends periodic tabletop and field exercises, which align with existing related plans such as the National Response Plan and the Top Official program.

### What the MIRP is not:

- The MIRP does not address long-term interruptions for conveyances that carry primarily non-perishable cargo. In addition, certain commodities, such as liquefied natural gas and oil offer very limited options for cargo diversion, as there are just four LNG ports, and oil refineries are already operating at 97 percent capacity.

- The MIRP is not a plan for the physical recovery of a port that has been impacted by a natural or man-made incident. Rather, the MIRP protects the economy by providing guidance for redirecting container cargo traffic away from the impacted port to an appropriate alternate port.

### Hurricane Katrina and the MIRP

The eight supporting plans to the National Strategy for Maritime Security were submitted—depending on ownership of each plan—to the White House, the Department of Homeland Security or the Department of Defense for approval in June 2005, 180 days after National Security Presidential Directive 41 was signed.

While the plans were in review, Hurricane Katrina struck. Although the National Strategy for Maritime Security was approved for release on Sept. 20, after which the supporting plans would be releasable at the discretion of their departments, the MIRP was held back for an additional 90-day review for lessons learned after Katrina.

### Katrina Findings

According to the DHS, New Orleans is not currently a key player in the nation's container cargo trade since it handles just 1 percent of the nation's container cargo. However, it represents 18 percent of the nation's reserve cargo capacity. In the short term, Hurricane Katrina compromised the nation's ability to divert container traffic in the event of a transportation security incident on the East Coast.

To address disruptions similar to Katrina, which do not affect nationwide cargo or passenger flow to a great extent, the MIRP must either be expanded to an all-hazards recovery plan or a sister plan to the National Response Plan must be created in

the form of a National Recovery Plan, according to the DHS.

### Key Elements of the MIRP

Within the context of container cargo and passenger vessels, the MIRP's primary goal is to protect the U.S. economy from the effects of a maritime transportation security incident (TSI). In support of this goal, the MIRP will guide individuals designated by the Secretary of Homeland Security to help make decisions on maintaining or restoring transportation capabilities, in the event of a TSI.

- The MIRP will be activated when a TSI occurs in or near U.S. waters. The MIRP is employed when the Secretary of Homeland Security declares that an actual or threatened TSI under, in, on, or adjacent to waters subject to U.S. jurisdiction is an "Incident of National Significance," in accordance with National Response Plan criteria.

- The MIRP reflects National Response Plan organizational structures and incident command system and unified command procedures. As such, the plan can be used for other similarly disruptive incidents requiring maritime infrastructure recovery management.

- The MIRP describes public- and private-sector roles according to relevant functional responsibilities. Recovery management takes place at the national, regional and local levels. Therefore, the plan describes recovery management considerations for the incident site and non-incident support sites, as well as for the national maritime transportation system.

- The MIRP provides for private-sector participation in decision making at all levels. The private sector owns and operates the vast majority of maritime transportation infrastructure assets, and it will decide whether to repair, replace or rebuild privately owned physical assets after a TSI. However, federal assistance may be needed to help restore critical cargo-handling infrastructure.

### Critical Issues

Seven critical issues were identified as the MIRP was developed, which must be addressed. The following are considered high priority, according to the DHS:

- Port cargo-handling capacity information is unknown or not readily available for use in deliberations regarding recovery of the maritime transportation system following a national TSI.

- There is no national communications network or information exchange between the federal government and the private sector focused on maritime recovery management.

- The Area Maritime Security (AMS) Plans do not adequately and uniformly address critical MTS recovery management planning elements.

- Salvage capability specific to national and regional recovery is unknown.

Section VI of the MIRP offers recommendations for further evaluation or implementation of these and the remainder of the seven issues of concern.

The MIRP and other plans under the National Strategy for Maritime Security are available to the public and may be found on the Department of Homeland Security website. Feedback on this plan, as well as the Commerce Security and Transportation Systems Security plans may be submitted through the website or by e-mailing [maritimesecurity@dhs.gov](mailto:maritimesecurity@dhs.gov).

### Lewis and Clark Set for Delivery



The USNS *Lewis and Clark* (above), the first ship in the T-AKE class, completed sea trials April 25-29 off the San Diego coast and is slated for delivery to the U.S. Navy's Military Sealift Command by the end of June. Crewed by members of the SIU Government Services Division, the *Lewis and Clark* is a dry cargo and ammunition ship. It is 689 feet long, has a beam of 106 feet and can sail at 20 knots. The vessel was built at the National Steel and Shipbuilding Company yard in San Diego.



# 12 SIU Bosuns Complete Recertification

## Mariners Say Course Will Help Them Hone Work Aboard Ship

A dozen SIU members on May 8 realized significant milestones in their respective careers when they earned status as recertified bosuns.

The mariners completed the highest level of vocational education available to members of the deck department at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. During the month-long course, the 12 Seafarers—Bosuns **Reginald Watkins, Rufino Giray, Daniel Teichman, Richard Barnes, Winfred Itima, Robert Natividad, Mike Shappo, Amante Gumiran, Scott Palen, Paul Wade, Timothy Jackson and William Richards**—learned more about the industry in which they work. Each now is better equipped to assume leadership roles by taking this knowledge back to their shipmates at the hiring halls and aboard individual vessels.

The course included a mixture of classroom and practical training as well as visits to the union's headquarters building in Camp Springs to meet with representatives of the various departments and to the Maritime Trades Department at the AFL-CIO building in Washington, D.C.

After being presented with their graduation certificates during the May membership meeting at Piney Point, the recertified bosuns approached the podium to address union officials, members and guests in attendance. All gave a few words of thanks for the opportunities they were afforded at the Southern Maryland-based school and emphasized that the class will help enable them to do a better job at sea. They also imparted a few personal words of insight to the unlicensed apprentices who are following in their footsteps.

Watkins sails out of the port of Mobile, Ala., and has been going to sea since the early '80s.

The course was a lot of fun and very informative for Watkins, who "really enjoyed the small arms, CPR and firefighting classes."

"I joined the union in 1980 when I was 22 years old," Watkins told those in attendance.

"The union has changed my life a great deal, and I thank all of the union officials for the tremendous job they have done over the years in keeping our jobs secure.

"A winner never quits and a quitter never wins," he continued. "I wanted to be a bosun for a long time. A lot of people told me that I could not, but I did not quit because I knew if I kept knocking then the door would be opened. Well that door has opened for me today," Watkins said.

"To the trainees, work hard and pay attention while you are here so that you can learn," he concluded. "When you go to sea, always be sure that you are loyal, hard-working and dedicated to your jobs. That way, you're sure to be successful."

Giray proudly has worn the SIU colors for some 20 years. He sails out of the port of Honolulu,



SIU President Michael Sacco and Executive VP Augie Tellez join other SIU officials and members of the recertified bosuns class aboard the Seafarers-contracted Pride of Hawaii when the vessel docked in Baltimore in late April.

Hawaii and initially went to sea aboard an American Hawaii Cruises vessel.

"In addition to working as a mariner in the cruise industry, I also have sailed as a bosun aboard commercial ships, cable ships and container ships," he told his union brothers and sisters.

"I learned a great deal during the course, and it is an honor to be a part of this class," Giray continued. "I'm very grateful to the people who made it possible for me to have this opportunity—President (Michael) Sacco, Executive VP Augie Tellez and the other members of the staff...thank you all very much." He also expressed his gratitude to Honolulu Port Agent Neil Dietz and Patrolman Frank Iverson for their unwavering support.

Giray applauded the school's vocational department and its instructors for "a job well done" and expressed gratitude "to the entire Paul Hall Center staff for their accommodations and superior service while I was here."

"Study hard and ask questions," Giray told the trainees. "You should always listen, pay attention to your superiors and work as a team. Go out there and do the very best you can, and no matter what, never give up."

Teichman is a highly seasoned veteran of the seas, having sailed for more than 43 years—the last 18 or so with the SIU. He noted that in addition to working as a member of the unlicensed crew, he previously had sailed as a mate and a chief engineer.

He lauded the officers and staff of the school and throughout the SIU, as well as those at the various ports "for their work and consistent efforts to keep union jobs going here in the United States. Going to sea has enabled me to enjoy complete financial independence.

"I learned a lot during this class," continued Teichman, who sails out of San Francisco. "My eyes were opened to a great many facts about the work that goes on behind the scenes. I'd especially like to thank (SIU Vice President

Contracts) George Tricker who used to be my port agent in Los Angeles and Augie Tellez who gave me an awful lot of information in the time we had together. And to Mike Sacco, thank you very much."

Turning to the trainees, Teichman said, "You need to remember all of those who have gone before you and always think of those who will come after you and take care of you. Just do your jobs when you go to sea and everything will be fine for you."

Spending time at the Paul Hall Center is becoming a regular occurrence for Barnes, who has upgraded his skills at the institution twice in the past. He sails out of the port of Tacoma, Wash. and is a veteran of the U.S. Navy.

"I joined the SIU in 1992 and have seven years in the U.S. Navy and a stint in the oil patch," Barnes said. "I've sailed with various companies on tankers, bulkers, containerships and in capacities from AB to bosun.

"I've been to three different countries during my career," he continued, "but my most memorable was South Africa where I met my wife of seven years."

Commenting on his recertification instruction, Barnes offered, "I gained good insights about contracts and benefits during my training. This was a real help to me because on the ships, you don't want to give wrong answers to questions.

"The instructors were very knowledgeable and just great to be around," he continued. "I'd like to thank the school staff for a very memorable stay here and I salute the union's officials for their hard work during the 2006 negotiations.

"To the trainees, as a bosun, I want to tell you to always be ready to give 100 percent without a squabble," Barnes said. And when you are at sea, "there's never a wrong question, so don't be afraid to ask it. We're all out there to make a living for our families, ourselves and to safeguard the future of the SIU. So always give your best," he concluded.

Itima, who previously upgraded in 2001, sails out of the port of Houston and has been going to sea for more than a quarter-century. He joined the NMU in 1989.

Reflecting on his recent training, Itima stated that small arms training and other safety-related components of the course will help him do a better job aboard ship.

"I am grateful for the opportunity to have attended this bosun recertification course," he continued. "The school is well-organized and well-staffed, and the course content was thoroughly explained."

To the trainees, Itima said, "You must listen, respect those above you, study hard and work together."

Natividad sails out of San Francisco and previously has upgraded at the Paul Hall Center. "I have been shipping for 28 years, three years with the Navy, seven years MSC SIU Government Services Division," Natividad shared during his turn at the podium. "I've sailed 18 years in the deep sea division as an OS, AB and bosun. I've sailed to Australia, Japan, India and South Africa."

He said that the course was very informative and beneficial and recognized several individuals who played key roles in his career to date. "I'd like to thank the SIU and its officers, my friend (SIU Assistant Vice President) Nick Celona, and the late SIU Executive Vice President Joseph Sacco for their support," Natividad said. "I also thank the Paul Hall Center and its staff for their education, training, jacket, hat and briefcase."

"To the trainees," said Natividad, "study hard, ask questions and always have a reference book handy, or know where you can get the correct information that you will need. During phase two when you are at sea, listen to your supervisors and be proud to work together as members of the SIU team."

Natividad concluded his remarks by encouraging those present to contribute to the

Seafarers Political Action Donation and the Maritime Defense League. "Through your donations, our union leaders will remain strong in their ongoing fight for political success for the merchant marine."

Shappo thanked the union leadership for its hard work over the years and the Paul Hall Center staff for outstanding accommodations and providing superb training during his classes.

"I was a trainee here back in 1971," said the newly recertified bosun, who sails from the port of Jacksonville, Fla. "I got a job out of here and they sent me to San Francisco on a containership that took me to Honolulu and then back to Oakland."

Shappo over the years has sailed to many foreign countries including Egypt where "I got to go to the Pyramids and to the Cairo Museum. I also saw King Tut's treasures and the mummies. That was very rewarding.

"When you go on the ship, the old-timers can tell you a lot," Shappo told the trainees. "Don't think you know everything; instead, listen to them because these guys have been at it a long time and they worked hard to learn what they have. Pay attention and try to learn from them. You can make some money out there, have plenty of time off and see the world."

Gumiran thanked the vocational staff for providing him and classmates with a very informative training experience. A member of the SIU since 1990, he sails out of the port of San Francisco.

He lauded union officials for the fine job they are doing in leading the organization.

Gumiran was direct and extremely matter-of-fact in his remarks to the trainees. "Do what you are told and do not be lazy, lazy and lazy."

Palen is no stranger to the Paul Hall Center. Prior to entering bosun recertification training, he upgraded his skills twice at the institution.

He joined the SIU in 1992 and sails out of the port of Norfolk, Va. Palen thanked the union for providing him with the opportunities he has had so far in his career. He indicated that his training was very beneficial, and he praised the school and its vocational staff for their professionalism.

He told the trainees, "The SIU will supply you with the skills you need succeed."

"I joined the SIU in 1979 when I was 18 and have been shipping for 28 years," said Wade. "It seem like it was just yesterday that I was in Bungalow 9 getting my head shaved (as part of the entry requirements for the trainee program)."

He sails out of the port of Houston and has visited ports in Africa, Northern Europe, the Philippines and Japan, among other places.

Commenting on his training,

*Continued on page 10*



# 9 Scholarships Awarded to Seafarers, Dependents

## SEAFARERS



**Rahul Bagchi** of Ansonia, Ct., who joined the SIU in 1996, is the recipient of a \$15,000, three-year scholarship for SIU members. His goal is to attend SUNY Maritime College in New York or the Massachusetts Maritime Academy and become a marine engineer.

Born and raised in India and completing high school there, he relocated to the United States and served in the U.S. Navy for two years, sailing on SIU's Government Services Division ships and retiring with an honorable discharge and numerous awards. He then graduated with a 3.54 GPA from a 9-month certificate program in marine engineering offered by the Maritime Training Center in Seattle, which is a branch of Seattle Central Community College.

For the past 10 years with the SIU, Bagchi has sailed as a QMED. He has furthered his education by upgrading at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. while continuing to learn as much as possible on the job. He received the United States Merchant Marine Expeditionary Award for his contributions supporting American and international coalition military forces in Operations Enduring Freedom and Iraqi Freedom while working on the *Cape John* and *Gus Darnell*.

Bagchi hopes his scholarship winnings will allow him to complete the education he wants for the career he loves.



**Ken Stathos** of Hollywood, Fla. has been a member of the SIU since 1993, graduating at the top of his class from the trainee program at the Paul Hall Center. His first ship was the *Sealift Arctic*. After sailing in all three departments, he upgraded to AB in 1998.

Stathos graduated from Evergreen Park High School in Illinois and also has a certificate from Sheridan Technical in Hollywood, Fla. and a number of credits from Governors State University and Moraine Valley Community College (both in Illinois). He now has been accepted into an 18-month program at Sanford-Brown Institute in Ft. Lauderdale, and will use his \$6,000 scholarship to earn an associate's degree in diagnostic medical sonography.

In an autobiographical statement accompanying his scholarship application, Stathos states he will always be grateful to the SIU for enabling him to do and see so many things. But now with a wife and new baby boy, he feels it's time for him to come ashore and spend more time with his family. Stathos put a lot of thought into his new career and is excited about going to school to be an ultrasound technician.



For AB **Karen Domerego** of Costa Mesa, Calif., the \$6,000, two-year scholarship award will take her into the nursing field at Goldenwest College in Westminster, Calif.

Domerego graduated in 1987 from Silverado High School in Mission Viejo, Calif. She got a receptionist job straight out of high school and proceeded to learn the job from top to bottom—everything from accounting, filing, benefits administration, customer service, payroll and union submittals. With that experience, she became controller at another company and then moved to Hawaii at age 30, where she took a job on the *Independence*, an American Hawaii Cruise Ship. That was her introduction into the merchant marine.

She has upgraded numerous times since then at the Paul Hall Center, and most recently sailed as an AB aboard the *Sea-Land Lightning*.

At a 2003 Maritime Day ceremony in Washington, D.C., Domerego received a Merchant Marine Expeditionary Medal from U.S. Secretary of Transportation Norman Y. Mineta and a certificate from U.S. Maritime Administrator Captain William Schubert for her service as an AB aboard the *Cape John* during Operation Iraqi Freedom.

Domerego wants to continue her education, aspiring to earn a degree in nursing. She believes a nursing degree would be a wonderful career move, especially with her love of helping people. But, she notes, she intends to keep sailing, and expressed her gratitude to the SIU for all it has done for her.

Four SIU members and five dependents of Seafarers were selected by a panel of professional educators to receive scholarships provided by the Seafarers Health and Benefits Plan.

A total of \$132,000 is being offered in this year's program. One Seafarer was awarded a \$15,000 scholarship for study at a four-year college or university; two were given \$6,000 stipends; and one was presented with \$5,000 to complete his mate's license. The five dependents each were awarded a \$20,000, four-year scholarship.

One this page are brief descriptions of the backgrounds and educational goals of the nine college-bound students.



**Brian McLarnon** of Wilmington, N.C. is passionate about his seafaring career and is thankful to the SIU for the opportunities he has been given. He believes, however, he could advance his career and better represent the union and the maritime industry as a licensed officer. His \$5,000, one-year scholarship will help him attain that goal by studying

for his mate's license at the Pacific Maritime Institute in Seattle, Wash.

With a bachelor of arts degree in history from the University of North Carolina in 1995 and a 1999 honorable discharge from his two years in the U.S. Navy Reserve, McLarnon has been sailing as a tankerman with the SIU since 2000.

Since then, he has upgraded his skills a number of times at the Paul Hall Center, and is now ready to go the extra step to further his career.

## DEPENDENTS



It's been a long and somewhat difficult road for Renee Dunham-Jones of Jacksonville, Fla., but today she knows what she wants, and her \$20,000, four-year scholarship will help her get it: an undergraduate degree and then a master's degree in human services, so she can continue to counsel teenagers and young adults.

As a child growing up in the inner city, Dunham-Jones aspired to be a journalist. After losing out on an opportunity for a scholarship, she dropped out of high school (although she later earned her GED) and had four children by the time she was 26. She worked her way up in a law firm to the position of supervisor of the deposition department (from which she is now retired), but along the way got mixed up in the drug scene. With a lot of hard work and self-reliance, she pulled herself up and began going out on street ministry, talking to people about God, faith and life, in general.

She started college in 2004 in the field of human services, counseling and addictions and will earn her A.S. degree this summer from Florida Community College in Jacksonville. She then will continue her higher education in the fall at Springfield College in Tampa, working toward her bachelor's and master's degrees.

Dunham-Jones is the wife of **Raymond Jones**, a recertified steward, who has been an SIU member since 1969. He most recently worked on the *Richard G. Matthiesen*.



Ryan Kirby, 18, graduated this month from Paul VI High School in Haddonfield, N.J. Inducted into the National Honor Society in 2004, Kirby also played soccer and baseball throughout his high school career, earning varsity letters in both. He also was a member of the Spanish Honor Society, the Spanish Club, Ambassador's Club and Hospitality

Club.

Along with his rigorous academic and extracurricular activities, Kirby also found time to volunteer outside of school, including involvement with the Knights of Columbus and other charitable works.

In the fall, Kirby plans to use his \$20,000 scholarship to pursue his studies in civil engineering, heavily favoring the University of Maryland at College Park, Rensselaer Polytechnic Institute in Troy, N.Y. or Drexel University in Philadelphia. After getting his engineering license, he

hopes to go into business with his brother, who is currently studying for his master's degree in architecture.

Kirby is the son of Lois and **Michael Kirby**, a deep sea member since 1970, who presently is working as a second pumppan aboard the *Seabulk Power*.



Her love for school has led Suci Madjidji to consider a career in education, and she would like to have the same impact on others through teaching that her teachers had on her.

Madjidji's parents, who always stressed to her the importance of education, moved to the United States from Indonesia when she was a year old. As the 17-year-old graduates this

month from Pocono Mountain West High School in Pocono Summit, Pa., she has definitely taken their words to heart.

In addition to her heavy academic load, she was a member of the student council for three years, a member of the public relations committee, helped write a student council newsletter, among other activities, and was considered "a valuable team player."

Madjidji understands how fortunate she is to be able to attend college and hopes to use her \$20,000 scholarship to earn a degree from the University of Pittsburgh.

She is the daughter of Cut Zurnita and **Sjamsidar Madjidji**, a QMED who joined the SIU in 1981.



It has been quite an adjustment for Shaval Stewart this year, graduating from Apopka High School in Apopka, Fla. after she and her family were forced to move from New Orleans during Hurricane Katrina at the beginning of her senior year. But she kept her spirits high and did not allow the Katrina disaster to prevent her from achieving her goals in life,

foremost of which is to attend college.

At her school in New Orleans, Stewart had participated in the marching band, concert band and New Orleans all star marching band. While at Apopka, she was in Junior ROTC and a member of the National Honor Society.

The 17-year-old would like to be the first person in her family "to attend college and to make a difference in the world." She plans to use her \$20,000 grant to study business administration and finance, and has applied to Xavier University in New Orleans, Northwestern State University in Louisiana, and Jackson State University in Jackson, Miss.

Stewart is the daughter of Tracy and **Mark Stewart**, an inland member since 1987, who currently is working as an AB aboard Crowley Marine Service's tug *Gauntlet*.



Having just graduated this month from D.H. Conley High School in Greenville, N.C., Kayla Watson is now ready to tackle the demands of college. Her four-year, \$20,000 scholarship will certainly help her as she pursues a career in the nursing field at East Carolina University in Greenville. After receiving a bachelor's degree in nursing, she hopes to

further her education by obtaining a master's degree as a family nurse practitioner.

Watson has always been interested in a career in the medical field and believes she has the compassion, loyalty and dependability needed to be successful in her chosen profession.

The 17-year-old has an exceptional high school academic record and was one of the top students in her class. She was involved in many school and community events, including participation in the Beta Club, Latin Club and numerous honor societies. She also received several outstanding awards such as being named a Health Science Academy Ambassador, National Society of High Schools Scholar and National Honor Roll Inductee. Watson also was a member of the volunteer program at Pitt County Memorial Hospital. She volunteered at a local therapeutic horseback riding program and participated in community volunteer work with her church youth group. In her spare time, she enjoys cooking, tap dancing and water skiing.

Watson is the daughter of Candace and AB/Tankerman **Randy Watson**. Her father, an inland member, joined the SIU in 1978. He currently works aboard Maritrans' tug *Navigator*.



# Union Industries Show Attracts 200,000 Guests

## Annual Event Showcases Union-Made Goods and Services

More than 200,000 visitors from the Great Lakes region recently converged on Cleveland's I-X Center to see and hear how the nation's union workers produce the goods and services that make life better for all Americans on a daily basis.

The event was the 2006 AFL-CIO America at Work Show. Sponsored by the AFL-CIO Union Label and Service Trades Department, the May 5-7 event showcased the latest in union-made-in-the-USA products including autos and accessories, motorcycles, hardware, clothing, sporting goods and furniture. Also featured were baked goods and groceries, appliances and housewares.

Visitors had an opportunity to interact with airline pilots and travel professionals, air traffic controllers, makeup artists, cake decorators, heavy equipment operators and others from a myriad of different professions.

The SIU and its affiliated United Industrial Workers (UIW) shared a booth promoting both organizations as well as their respective contracted companies. Overall, hundreds of exhibits—which together covered more than 400,000 square feet of floor space—were available to afford visitors an up-close look at a wide range of union occupations and the skills and training required to perform those jobs. Show-goers also talked with skilled workers in various crafts and trades along

with the men and women who serve as instructors in dozens of union apprenticeship and training programs.

More than \$1 million in products and services were given away during the three-day show. Among big-ticket products and services that were handed out to visitors as prizes was the SIU/UIW grand prize—an all-expense-paid seven-day Hawaii cruise for two, which was donated by SIU-contracted NCL America. Other high-priced prizes included a top-of-the-line Harley Davidson motorcycle; new cars from Ford and DaimlerChrysler; groceries, tools, household goods and refrigerators, freezers, washers and dryers.

UIW-contracted companies that provided products to be placed on display and for giveaways during raffles were: Bron Shoe and Franklin International of Columbus, Ohio; Church and Dwight from London, Ohio; Kroger of Delaware, Ohio; Sealy Mattress of Williamsport, Md.; Juanita's Foods of Wilmington, Calif.; Cott Beverages, USA of San Bernardino, Calif.; The Queen Mary Hotel of Long Beach, Calif.; La Victoria Foods of Rosemead, Calif. and Del Monte of Terminal Island, Calif.

"In my view, the show was a total success," said UIW National Director John Spadaro, who worked the event from start to finish. "Turnout was impressive each day and the people were

extremely friendly and courteous.

"A lot of visitors stopped by our booth and asked questions about the unions and the SIU- and UIW-contracted companies where many of our brothers and sisters work," Spadaro continued. "Hopefully the responses we provided someday might influence them to become involved in the union movement."

"It was truly an extraordinary show," said Charles Mercer, president of the AFL-CIO Union Label and Service Trades Department. "Attendance was good all three days, but we really were surprised by the turnout we had on Sunday. It was a beautiful day in Cleveland, the NBA playoffs were on television, but throngs of people still came out. We all were very pleased."

Mercer added that the event's exhibitors were amazed by the high level of interest visitors displayed at this year's event. "The exhibitors I spoke with said this show was perhaps the best we've had in recent years," Mercer said. "According to them, visitors really got involved in the activities this year. They stopped by booths, asked exhibitors thought-provoking questions and generally demonstrated a keen interest in what was going on. This made for a unique experience for the exhibitors."

UIW National Director John Spadaro, right, calls out the name of a winner, while UIW Great Lakes Asst. VP Bob Love, left, draws another ticket. Looking into the crowd to spot the previous winner, center, is UIW Great Lakes Region VP Bill Ellis.



Just as in years past, the SIU/UIW booth was very popular among show visitors. Ohio gubernatorial candidate Ted Strickland (D), fourth from left, joined the SIU/UIW contingent for a photo. With Strickland are (from left) AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex; UIW West Coast Region VP Herb Perez; UIW Great Lakes Region VP Bill Ellis; UIW National Director John Spadaro and UIW Great Lakes Asst. VP Bob Love.



Members of the SIU/UIW booth crew, right and behind tables, keep the guests happy as another raffle takes place.

### Aloha from Aboard the Aloha



Chief Carpenter Dennis Remetio (center) submitted this photo of crew members aboard the Seafarers-contracted NCL America cruise ship *Pride of Aloha*. Also pictured are (from left) Assistant Carpenters Arturo Orcino Jr., Wilfredo Lansangan, Mike Tadlip and Carlos Velasquez. Remetio included a note thanking the *LOG* staff and encouraging fellow mariners to stay up-to-date on the latest SIU news. (We would have published the photo anyway. Honestly.)

### St. Louis PMC Honors 4



Four pro-worker individuals were honored May 6 at the St. Louis Port Maritime Council's 26th annual dinner. Pictured in the top photo are Jack Martorelli, vice president of the port council; Vergil Belfi, president of Operating Engineers Local 2 and the port council's Labor Man of the Year; Mark Lamping, president of the St. Louis Cardinals (Management Man of the Year); The Honorable Charlie Dooley, St. Louis County executive (Government Man of the Year); Angelo Russo, retired vice president, Chemical Workers (Joseph Sacco Friend of Labor); Jerry Feldhaus, executive secretary-treasurer, St. Louis Building & Construction Trades Council; and Michael Sacco, president, AFL-CIO Maritime Trades Department as well as president of the SIU. Pictured at right (from left) at the event are Lt. Col. Todd Robbins of the U.S. Transportation Command (TRANSCOM); SIU Executive VP Augie Tellez; Lt. Gen. Robert Dail, deputy commander, TRANSCOM; and Captain Robert Johnston, senior vice president of SIU-contracted Overseas Shipholding Group.





# Spica Locates Downed Marine Helicopters

The U.S. Military Sealift Command recently reported that the combat stores ship *USNS Spica*—crewed by members of the SIU Government Services Division—conducted search and rescue operations off the coast of Djibouti, Africa on Feb. 17 after two U.S. Marine Corps CH-53 heavy transport helicopters crashed.

The accident occurred during a routine training mission off the coast of Djibouti, a small east African country bordering the Gulf of Aden and the Red Sea, between Eritrea and Somalia. The two Marine helicopters were carrying 12 people. Two individuals survived.

Both the *Spica's* master and its officer-in-charge credited CIVMARS for their professional, brave response throughout the mission.

From the *Spica's* perspective, the ordeal began at 10:20 p.m. while the vessel was about 53 nautical miles from the reported crash site. At that time, *Spica* Capt. Michael Flanagan received the call to help.

"We turned around and headed at maximum speed to Bab el Mandab on the Djibouti side," Flanagan said.

The *Spica's* Puma helicopter pilots Dari Khosrovschahi and Wade Huddleston got airborne right away, scouring the ocean for any sign of survivors. The Puma relieved a French helicopter that had arrived earlier.

The *Spica* was the first coalition ship to arrive on site, MSC reported, anchoring about two miles off shore. Flanagan learned

that Djiboutian military members near the impact site pulled two survivors from the water.

"The entire crew came alive on this. I mean the entire crew," Flanagan added. "Everyone wanted to find these young Marines."

Shortly after 1 a.m., the *Spica's* rigid hull/inflatable boat (RHIB) was launched with Deck Machinist **Keith M. Larsen**, Cargo Mate Raymond D. Barnett and SK3 James K. Stiles aboard. At the time, it was unclear whether the helicopters had crashed on land or at sea.

They approached the peninsula very cautiously using night vision equipment. Within 20 minutes, they located a large piece of wreckage, rotor blades and the main body of one aircraft. No survivors were found.

Puma pilots Don Willey and Greyson Morrow flew the second search and rescue mission.

Additionally, another RHIB got under way to look for more wreckage, which again included Barnett as well as the *Spica's* Radio Electronics Technician Brian Cottle and Deck Machinist **Jose Rodriguez**.

The guided-missile cruiser *USS Vicksburg* arrived next along with an Italian vessel. U.S. Navy divers then entered the water and pulled the victims from the wreckage.

"The crew members' ability to stay calm under pressure and act professionally and courageously on short notice and in darkness, in a fast and furious operational tempo, was second to none," said the *Spica's* Officer-in-Charge Cmdr. Sidney J. Kim.

"The list of heroes that night on the ship is essentially everyone," Flanagan said. "I saw Boatswain **Vergilio Dizon**, exhausted, sleeping next to the RHIB cradle waiting for the crew members to return."

Chief Steward **Wojciech "Ski" Wiatrowski** stayed up to ensure all crew members involved had a late-night meal.

The *Spica* carries a crew of 103 civilian and 26 military personnel and is one of MSC's five combat stores ships. These vessels provide underway replenishment of supplies to U.S. Navy combat ships at sea.

The ship is 524 feet long, has a beam of 72 feet and displaces 16,792 tons.



The combat stores ship *USNS Spica* participates in an underway replenishment with aircraft carrier *USS Harry S. Truman*.

## Cooperative Efforts Result In NOAA Wage Gains

### Pay Schedules Announced for Mariners

The SIU Government Services Division has been informed by the National Oceanic & Atmospheric Administration that new pay schedules for NOAA unlicensed mariners have been calculated and forwarded to the National Finance Center (NFC) for approval and implementation. This means that NOAA unlicensed crew members will soon receive significant wage increases.

The pay for federal service mariners is established by federal law Title 5, Sec. 5348. It is a system unique to the Federal Service and basically calls for the federal

government to review private industry pay practices when establishing pay rates for the crews of the NOAA and the Military Sealift Command (MSC) fleets.

Every year, U.S. maritime unions including the SIU, the Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates & Pilots (MM&P) provide MSC with private-sector contracts to demonstrate the pay adjustments made by various U.S.-shipping companies. MSC reviews this information and then submits the changes to the Navy Wage Fixing Authority for approval. By regulation, NOAA follows MSC's lead in establishing pay practices. This process takes a lot of time in a normal payroll year and in 2005 took longer than usual.

The SIU's Government Services Division worked diligently and engaged in ongoing discussions with NOAA to implement a different methodology for establishing wages that better reflects modern shipboard conditions and duties. The SIU's formal proposal and a detailed wage analysis were sent to Rear Admiral Richard R. Behn, director of NOAA's Marine and Aviation Operations Centers, and to other NOAA staff in late August 2005.

During this process SIU Government Services Repre-

sentative Kate Hunt and Rear Admiral Behn and his staff (especially Dale North, Mary Berk-lund and Capt. Jack McAdams) conducted several highly productive meetings. The meetings supported development of a very cooperative relationship between NOAA allowing the parties to reach an outcome benefiting all NOAA unlicensed crew members.

Admiral Behn reviewed the submission and indicated his initial approval of the proposal to increase unlicensed wages across the board by 10 percent. Once that approval was made, the wage submission began making its way through the NOAA's authorizing process.

SIU representatives believe the result has been worth the wait. Within the next few pay periods, NOAA mariners will be receiving an approximately 3.6 percent (depending on locale) increase on base wages and overtime, retroactive to July 10, 2005 (this is the FY05 adjustment) and a 10 percent increase on base wages and overtime retroactive to Jan. 8, 2006.

The union's initiatives regarding all aspects of pay policies and work rules are meant to support improvement in the economic lives of unlicensed mariners and their families. The union believes that NOAA will benefit from these wage adjustments because competitive earnings in this fleet will result in NOAA becoming a premier employer in the maritime industry—and more shipboard personnel will be willing to consider positions with this agency.

## Union Plus Offers Discount for Consumer Reports Web Site

### Group also Promotes Union-Made Checks, Other Services

Because of the SIU's participation in Union Plus, Seafarers and their families are eligible for a new discount program offered through the non-profit organization which was founded by the AFL-CIO.

The new program applies to Consumer Reports.org, the online presence of the Consumers Union. By signing up for an online subscription through Union Plus, union members and their families save 27 percent off the usual price. The discounted rate for an annual online subscription is \$19; the normal price is \$26.

According to Union Plus, an online subscription to ConsumerReports.org includes web access to all of the content of the current issue of *Consumer Reports* magazine; all Consumers Union product reports; online discussions with Consumer Reports.org representatives; and side-by-side comparisons of various product models.

The Consumers Union itself is a union shop—its employees are represented by the Communications Workers of America.

In announcing the *Consumer Reports* discount program, Union Plus described the Consumers Union as "the nation's most trusted source of consumer advice. Consumers Union operates the largest nonprofit educational and consumer product testing center in the world. With over 100 testing experts—and feedback from consumers like you—ConsumerReports.org gives you impartial buying recommendations that have helped millions of consumers protect their families from shoddy products and get the most for their money."

For more information, visit the following web address: [www.unionplus.org/ConsumerReports](http://www.unionplus.org/ConsumerReports).

Through the main Union Plus web site ([www.unionplus.org](http://www.unionplus.org)), Seafarers may view the numerous other discount programs and services for which they are eligible. One such program offers competitively priced union-made checks

([www.unionplus.org/checks](http://www.unionplus.org/checks)) bearing pro-labor messages.

The checks are part of a larger service called the Union Shop, which offers many other union-made items including notepads, tote bags, mugs, shirts and more.

"One of the best parts of the offer is that you gain the satisfaction of knowing that you're helping to protect American union jobs," noted Union Plus Representative Valerie Lilja. "All the products are union-made, and workers at Union Shop are members of the Communications Workers of America."

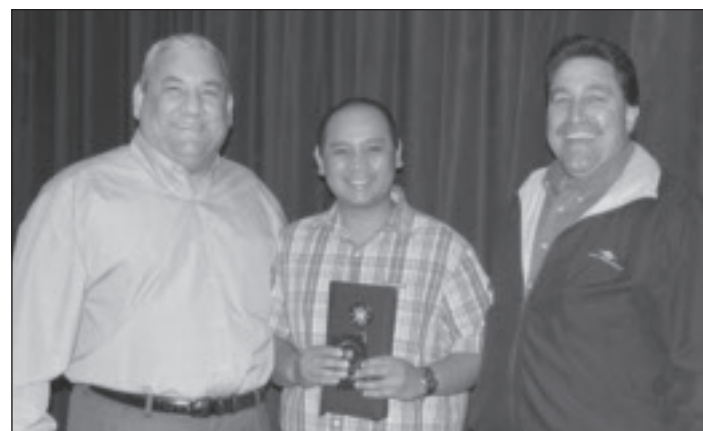
Union Plus was founded by the AFL-CIO as Union Privilege in 1986. It is a non-profit entity which develops and manages programs that utilize the combined buying power of America's union members to obtain top quality goods and services at competitive prices. Among many others, Union Plus programs open to Seafarers include those covering car rentals, education services, Dell computers, credit cards, online tax services, life insurance, Cingular Wireless phone service, and mortgage and real estate services.

#### Union Plus

For general information about Union Plus programs, union members may call 1 (800) 452-9425 or (202) 293-5330 in the Washington, D.C. metro area.

Detailed program information is available online at [www.unionplus.org](http://www.unionplus.org). First-time visitors to the site will be prompted to select their union from a list so that they may view all programs for which they are eligible.

### Full Book for Seafarer Dumlao



Seafarer Dominic Dumlao (center) received his SIU full book during the May membership meeting in Piney Point, Md. Dumlao, who sails in the steward department, was given the oath by SIU Executive VP Augie Tellez (left) and was congratulated by SIU Secretary-Treasurer David Heindel (right) along with other officials. Dumlao first sailed with the SIU in 2003.



# Seafarers Honored on Maritime Day

Continued from page 24

luncheon sponsored by the Propeller Club, saluted the accomplishments of merchant mariners and paid tribute to numerous sacrifices over the years.

In making the appearance, Secretary Chao became the first secretary of labor to address the Propeller Club's National Maritime Day luncheon.

The secretary emphasized the merchant marine's critical support role in the war on terror and for U.S. Armed Forces throughout history.

"Today we reflect upon the tremendous contributions merchant mariners have made to ensuring that our country is strong, safe and free," said Secretary Chao. "When the history of the war on terror is written, the U.S. Merchant Marine will be remembered—as it has been in every war—as vital to our victory."

In her remarks, the labor secretary noted that 8,000 merchant mariners—including members of the SIU—are crewing auxiliary vessels for the U.S. Navy that supports American troops in Iraq and Afghanistan. Seventy-six million square feet of cargo have been delivered by the merchant marine to American troops serving in Operation Iraqi Freedom.

"As they have in every war in our nation's history, merchant mariners are delivering the troops and supplies needed by our armed forces. The cargo they transport is precious—some of the most expensive and complex equipment in the world," Secretary Chao said. "It takes the tremendous skills of our country's merchant mariners to protect and transport this cargo, especially when it is at risk on the high seas."

Commenting on the future of the merchant marine, Secretary Chao said, "The 21<sup>st</sup> century holds many challenges for the maritime industry including an anticipated doubling of cargo and passenger traffic within the next two decades. Training and the collaborative partnership between management and labor will become even more important than ever before. And recently I announced a grant under the President's High Growth Job Training Initiative to the [Paul Hall Center] to train workers in



MSC's traditional wreath-laying ceremony drew a large crowd to the Washington Navy Yard.

the maritime industry.

"The Paul Hall Training Center in Piney Point which I visited will develop curriculum and learning tools for a variety of seafaring occupations," Secretary Chao said. "The DOL and Seafarers also will create an apprenticeship training program for cruise ship hospitality jobs."

In the commercial arena, Secretary Chao noted the three new U.S.-flag cruise ships that will cruise Hawaii. She pointed out that the *Pride of America*, one of those ships, "is the first brand new U.S.-flag, oceangoing passenger ship in 50 years." Another vessel, the *Pride of Hawaii*, recently was christened in Los Angeles.

"Together they will create about 20,000 American jobs, of which about 3,000 to 4,000 will be seafarers' jobs," Secretary Chao said of the three NCL America vessels.

"Let me conclude by expressing our country's gratitude for the critical role that the U.S. Merchant Marine plays in serving our country during times of war and times of peace. They do so at great personal risk and with great distinction," the secretary said. "Their contributions are immeasurable. Even during times of peace the life of a merchant mariner is one of sacrifice—long and lonely days at sea, separated from family and loved ones."

Secretary Chao also issued a statement recognizing the contributions of the U.S. Merchant Marine. It reads in part: "I urge all Americans to pause on National Maritime Day 2006 to reflect on the service of the brave men and women who serve in

the United States Merchant Marine and to remember those merchant mariners who have made the ultimate sacrifice and given their lives in the service of our country.

"This was a nation founded and built through the contribution of merchant mariners. They have served in every American war since the American Revolution. In every conflict, America's merchant mariners have stood by this great nation. They continue to inspire their fellow Americans.

"The nation is grateful for the United States Merchant Marine's support of our Armed Forces. Today, more than 8,000 brave merchant mariners serve in the Military Sealift Command, crewing auxiliary vessels for the United States Navy. These

ships support our troops in Afghanistan and Iraq. They deliver our troops and the combat gear, fuel, and other supplies all that they need to complete the liberation and reconstruction of Iraq. All told, merchant mariners have delivered more than 76 million square feet of cargo.

"In war, and in peace, the men and women of the Merchant Marine serve their nation today with the same professionalism as they have in the past.

"The contributions that merchant mariners make to this nation are immeasurable, and we all recognize the sacrifices they make so we can enjoy our freedom here at home and abroad. So on National Maritime Day 2006, a grateful nation gives its thanks to the merchant mariners who sacrificed for us in the past and who honor us today with their committed service."

## Wreath-Laying Ceremony

Joshua M. Smith, Ph.D., assistant professor, U.S. Merchant Marine Academy, served as the guest speaker at the National Maritime Day ceremony at the Washington Navy Yard.

In his remarks, Rear Adm. Robert D. Reilly, Jr., commander, Military Sealift Command, welcomed those in attendance and expressed his appreciation for the large turnout.

Paying tribute to past and present mariners, the MSC commander said,

"Merchant mariners have been a crucial part of our security and prosperity since the beginning of our nation, part of a tradition of service and patriotism, an unbroken circle of heroes. From the veterans and the fallen that we honor today, to the cadets who represent those that we will honor in the future, each and every mariner, from the able seaman standing watch to the CEO of the ship operating company—all are a vital part of that circle of service."

Admiral Reilly said that for more than half a century, the Military Sealift Command has benefited from the professionalism and expertise of America's merchant mariners. "Whenever, wherever, when duty called, they delivered.

"They've been out there, and are still out there today," Admiral Reilly continued, "standing strong behind our war fighters, out at the pointed end of the spear, where combat readiness means survival as well as success, and where combat readiness depends on us and our promise to deliver; wherever, whenever.

"MSC's merchant mariners are delivering today, aboard more than 110 Military Sealift Command ships around the world," he concluded. "We're proud of our mariners, so it is fitting that today we express the great debt of gratitude we owe to them, the dedicated men and women of the U.S. Merchant Marine."

## Bosun's Newsletter a Welcome Distraction

When Recertified Bosun **Daniel Teichman** first wrote and distributed a shipboard newsletter, he had a simple goal.

"I started it years ago, on a tanker," Teichman recalled. "There was a lot of stress among the crew, so I wrote a newsletter to bring everybody together and give them something to talk about other than each other. That's really the reason I still do it."

Teichman normally circulates his missives every other week when he's sailing. The newsletter's content usually is a mix of practical tips and observations. The formatting is very basic, along the lines of a business memo, and the title is equally to the point: "Bosn's Newsletter."

He gives copies to unlicensed and licensed mariners alike and gets "good feedback, including requests and suggestions. Some are indifferent but most enjoy it. It does cause a lot of conversation."

The newsletter's length varies—sometimes it's a single page, other times it's much longer.

Below is the content of Teichman's most recent holiday edition. (They aren't always this sentimental. The other sample he gave the *LOG* covered some of the intricacies of real estate transactions.)

### Bosn's Newsletter A CHRISTMAS STORY "I Believe in Santa Claus"

Every trip to sea I write this newsletter to maybe lift your spirits with a little trivia, to cause conversation and debate. Whether you agree with me or disagree, it will cause you to interact with those you otherwise may not have. Here in this microcosm of society we occasionally must reach out for each other.

In my family on Christmas Eve we don't open presents (that is for the morning). Instead, for just 10 minutes we shut off the TVs and stereos, and with just the season's warm lights we all close our eyes and try to hear the angels sing. We try to remember that it is not what you take with you when you leave this world, but what you leave behind.

Yes, even in my advanced years, I believe. I must, for I am a man of the sea. I like the idea, I love the feeling and I liken this to the man for which one celebrates Christmas. You cannot see



Recertified Bosun Daniel Teichman

him, but you can talk to him and certainly if he lives in the hearts of man then perhaps there is a little room in there for old Chris Cringle, too.

We who go to sea must believe at this time of year, and indeed at all times when we leave our loved ones, that we are there with them always. We are the sunlight in their hair to keep them warm, we are the whisper of the wind through the trees to guide them and give them comfort. We are their eagle to make their spirits soar.

We must find our own comforts in what we believe, and I believe for every drop of rain that falls, a flower blooms and even in the darkest night, a candle burns for me somewhere to light my way home.

It is my wish for each of you now and in the New Year that you find joy, in both your personal and professional lives. Seek this: demand of yourself first and not of others. Be the best friend, the best fountain of understanding, the essence of courtesy. Live your lives in a manner so when you close your eyes, you do not see any ghosts.

From myself and my family, the best holiday wishes, and may your New Year be bountiful and all your dreams be fulfilled.

— BOS'N

## 12 Recertified Bosuns Graduate

Continued from page 6

Wade said, "I'd like to thank the SIU, the school and staff for this opportunity. A special thanks goes to (SIU Assistant Vice President) Jim McGee and (SIU Vice President Gulf Coast) Dean Corgey down in Houston for being good friends.

"To the trainees, do the best you can and try to follow directions," Wade added. "Bosuns are not out there to pick on anyone; they're just trying to get the job done. Be a part of the team and help them."

Jackson thanked the union officials for their continued support and expressed his gratitude to the Paul Hall Center and vocational staff for their accommodations and academic expertise. He has been a member of the SIU for 16 years.

"I have been around the world many times, seen a great deal of things and have had plenty of fun," said the mariner who sails out of the port of Mobile.

"Always listen to your department heads and veteran seamen,"

Jackson advised the trainees. "They will teach you the best and safest way to get a job done. Work hard, learn your job well and always be willing to be a part of the team."

Richards has been sailing with the SIU since 1991. "I have sailed around the world several times and talked to everyone twice," he told his fellow union members.

"I have never wanted for anything as an SIU member," Richards, who sails out of the port of New York, continued. "The union has allowed me to pursue my dream of seeing the world, owning a home and becoming a productive member of society."

Richards expressed his thanks to the SIU and its officers as well as the Paul Hall Center and its staff for the opportunity to attend the bosun recertification course. "This had been a memorable time," he said.

"Take advantage of this opportunity," Richards advised the trainees. "You have made the right choice. Remember to study hard, ask questions and always remember it is a team effort."





SA Catalino Diaz (right) receives his first pension check from Port Agent Amanacio Crespo at the hall in San Juan.



Chief Steward Juan Vallejo, who just got off the *El Yunque*, is ready for a vacation with his wife, Odaliz.



Following a recent payoff in San Juan aboard the *El Morro*, Chief Cook Nelson Morales (left) and AB Roger Plaud get a jazz practice session going.



Chief Cook Antonio Mendez (right) shows Port Agent Amancio Crespo the diploma he recently was awarded for completion of a chief cook course at the Paul Hall Center in Piney Point, Md.

## Spotlight on Puerto Rico



After 40 years as a merchant mariner, SA Americo Garayua receives his first pension check from Port Agent Amancio Crespo at the SIU hall in San Juan. Garayua noted that the maritime industry has been a big part of his life for all these years, and if he were to be reborn, he'd do it all over again!



Ready for another voyage are AB Sergio Gonzalez (left) and AB Hector Serrano. They will be flying out to join the *Cleveland* in Poland.



Relaxing in the San Juan hall are QMED Orlando Herrera (right) and Port Agent Amancio Crespo.



Prior to payoff and the union membership meeting aboard the *El Morro*, Recertified Bosun Robert Grubbs (left) and the ship's third mate perform a routine inspection of the life boats.



Luis Roman (left) chats with Port Agent Amancio Crespo at the hall. Roman is assistant port agent and a former crane maintenance electrician for Navieras de Puerto Rico.



Chief Cook Nelson Morales prepares lunch on board the *El Morro* prior to payoff.

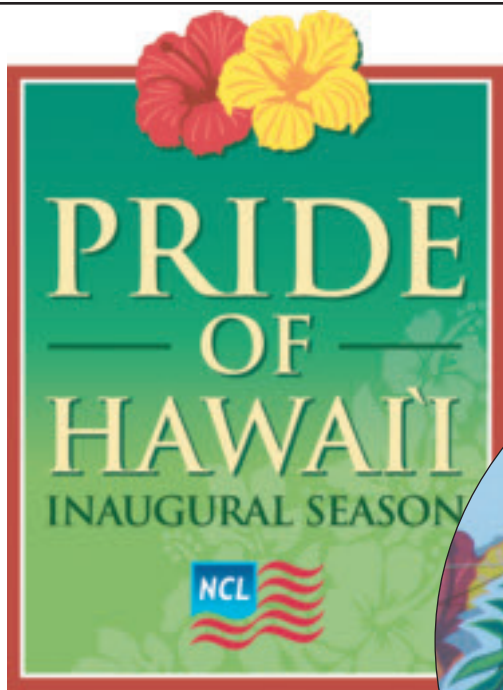


Left: Port Agent Amancio Crespo is flanked by QMED/Electrician Manuel Quinonez Cardona (left), who was in the hall filing for his pension, and Capt. Felix Aguilar, an inland pensioner.



Recertified Bosuns (from the left) Patrick Ray, Eric Perez and Tony Mercado have a lot in common to discuss.





# Baltimore Welcomes



Above: A conch shell blower is painted on one side of the ship's hull.



Left: Baltimore Port Agent Dennis Metz and Waiter Vittoria Rodgers

Below (from left): SIU Atlantic Coast VP Joe Soresi, Bosun Victor Mariano, Paul Hall Center VP Don Nolan and SIU VP Government Services Kermet Mangram



There are a lot of windows on the ship. Keeping them clean are (from left) AB Todd Peden and AB Tirso Sarmiento.



The food is great, according to (from left) Asst. Reefer Engineer Romeo Ochavillo, Wiper Fidel Pascua, Engine Repairman Severino Culajara Jr., OS Carlos Navarro and Engine Repairman Emilio Ordaniel.



Wiper Isaac Jackson



Following its transatlantic voyage in April, the SIU-crewed *Pride of Hawaii* was presented to the public for the first time in the port of Baltimore.

Nearly 400 Seafarers were aboard the 93,500-ton vessel during the crossing. They worked in all three departments, practicing for the required fire and life boat tests, assisting in getting furniture in place, setting up the bars and generally helping clean up the areas and readying them for the ship's first passengers. Approximately 600 more crew members, who completed their training at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., joined the ship in Baltimore, where the vessel also underwent inspection by the U.S. Coast Guard.

SIU officials and guests had an opportunity to board the cruise ship in Baltimore and get a closer look at the magnificent vessel. It also was the first time many of the waiters and bartenders got to do the jobs for which they have been well prepared and trained.

From Baltimore, the ship headed to Miami and then through the Panama Canal on its way to San Francisco and inaugural ceremonies in Los Angeles before joining its sister ships, the *Pride of Aloha* and the *Pride of America* on their seven-day cruises around the Hawaiian islands.

## Luxuries Abound On Board Vessel

While not the largest ship on the seas, at 93,500 tons, and with 1,100 crew members and a passenger capacity of 2,146, the *Pride of Hawaii* comes close and, in fact, enters the history books as the largest U.S.-flagged passenger ship ever built.

There are more than 1,000 cabins within the 15 decks, each of which features cherry wood finishing, refrigerators, tea and coffee makers, and large bathrooms. Two garden villas (with their own private gardens, sun decks, whirlpool, concierge service) and 10 courtyard villas (that share a courtyard, pool and sun deck) as well as one top-of-the-ship owner's suite are options for *Pride of Hawaii* passengers. Additionally, some of the standard cabins can interconnect to create two, three, four or five bedroom areas suitable for small or large families.

NCL's unique "freestyle" options allow passengers to take advantage of the vessel's 10 restaurants. Plasma screens show the status of each eatery (full, moderately busy, empty) which eliminates the need to wait for service. Food for every taste is available—from steak and pasta to elegant French bistros or sushi and tapas bars, among others. "Bar Central" is a connected martini bar, champagne and wine bar, and a beer and whisky pub.

Other amenities include a spa and state-of-the-art fitness center, an internet café and large theater as well as an expansive Keiki (Kids) Club and the surf-themed Wipe Out Teens' Club. There also is a golf pro shop, sports deck complete with basketball, volleyball and tennis courts and a photo



old photographs of which is owned by

The *Pride of Hawaii* leave Honolulu every day each in Hilo and each in Kahului (on Kauai) before Honolulu.

Color and comfort *Pride of Hawaii* courtyard pools. well appointed living old photograph States, and at rice mills, set up in the user has a great



# s the Pride of Hawaii



Left: Bosun Victor Mariano (second from right) welcomes SIU officials aboard the cruise ship in Baltimore, its first port of call in the United States. From the left are VP Contracts George Tricker, SIU President Michael Sacco, Executive VP Augie Tellez, Mariano and Baltimore Port Agent Dennis Metz.



At work and in the messhall are (from left) Deck Repairman John Nersten; AB Bill Cornelius; AB Rigo Boggeano and Carpenter Scott Paxton.



Preparing hors d'oeuvres are (from left) Chef Tournant Noel C. Mok and Executive Sous Chef Patrick Clarke (in blue) and Cook Morgan Maestas.



gallery. Shore excursions are available at each port, and other activities (e.g., art auctions, health and wellness program, cooking demonstration) are offered—or passengers can simply relax and enjoy not having any schedule to follow.

The interior design highlights Hawaii's rich history and culture. The exterior hull art depicts a hula dancer on one side and a conch shell blower on the other joined by a colorful hibiscus lei.

The library, named in honor of the *S.S. United States* (which entered service in 1952 and won the title as the fastest ocean liner when it smashed transatlantic speed records on its first two crossings) has a wide selection of reading material and some interesting

ns of the *S.S. United States*,  
d by NCL.

*of Hawaii* is scheduled to  
a every Monday and spend a  
lo and Kona and two days  
i (on Maui) and Nawiliwili  
ore heading back to

omfort aboard aboard the  
*waii*. At left is one of the  
ools. Above is part of the  
ed library with its interest-  
ographs of the *S.S. United*  
at right is a row of tread-  
in the exercise room so the  
great view of the ocean.



When the cruise ship first docked in Baltimore, some of the waiters were lined up, ready to greet the guests. From the left are Katy Flint, Patti Morgan, Shannon Wright, Colette DiMarco, Jennifer Hastings, Michelle Campbell and Ryan York.

Right: Junior Waiter Jamie Knaebel gets practice helping serve during the crew's lunch.





### **SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN**

This is a summary of the annual report for SIU Pacific District Pension Plan, 94-6061923 for the fiscal year ended July 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### **Basic Financial Statement**

Benefits under the plan are provided by the Trust. Plan expenses were \$11,130,361. These expenses included \$884,922 in administrative expenses and \$10,245,439 in benefits paid to participants and beneficiaries. A total of 3,382 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$138,101,966 as of July 31, 2005, compared to \$135,749,137 as of August 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$2,352,829. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$13,483,190, including employer contributions of \$33,071, losses of \$456,204 from the sale of assets, earnings from investments of \$13,904,788 and other income of \$1,535.

#### **Minimum Funding Standards**

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

#### **Your Rights to Additional Information**

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the administrator's office of the SIU Pacific District Pension Plan, 730 Harrison Street, Suite 400, San Francisco, CA 94107; telephone (415) 764-4990. The charge to cover copying costs will be \$17.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

### **SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SEAFARERS MEDICAL CENTER FUND**

This is a summary of the annual report of the SIU Pacific District Seafarers Medical Center Plan, EIN 94-2430964 for the year ended June 30, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### **Basic Financial Statement**

Benefits under the plan are provided by the SIU Pacific District Seafarers Medical Center Fund, a trust fund. The value of plan assets, after subtracting liabilities of the plan, was \$(216,505) as of June 30, 2005, compared to \$(453,765) as of July 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$237,260. During the plan year, the plan had total income of \$620,489 including employer contributions of \$595,753, earnings from investments of \$128 and other income of \$24,608.

Plan expenses were \$383,229. These expenses included \$275,167 in administrative expenses and \$108,062 in benefits paid to or for participants and beneficiaries.

#### **Your Rights to Additional Information**

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

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers Medical Center Plan, P.O. Box 191086, San Francisco, CA 94119; telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 100, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

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

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

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

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

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

### **SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.**

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246 for the year ended July 31, 2005. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### **Basic Financial Statement**

Benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a trust fund. The value of plan assets, after subtracting liabilities of the plan, was \$1,282,960 as of July 31, 2005, compared to \$1,618,698 as of August 1, 2004. During the plan year, the plan experienced a decrease in its net assets of \$335,738. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$8,717,763, including employer contributions of \$8,669,159, losses of \$20,109 from the sale of assets, earnings from investments of \$67,894 and other income of \$819.

Plan expenses were \$9,053,501. These expenses included \$484,559 in administrative expenses and \$8,568,942 in benefits paid to participants and beneficiaries.

#### **Your Rights to Additional Information**

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., at 730 Harrison Street, Suite 400, San Francisco, CA 94107; telephone (415) 764-4990. The charge to cover copying costs will be \$6.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and the accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and the accompanying notes will be included as part of that report. The charge to cover copying costs does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

### **SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS**

#### **Keep the Plan Informed of Your Address Changes**

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

#### **Update Your Beneficiary Designations**

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

#### **Inform the Plan of Your Divorce**

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

#### **Full-time College Students**

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

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



# Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2006

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	2	2	3	2	1	1	0	0	2	3
Anchorage	0	5	2	0	2	0	0	0	11	4
Baltimore	5	5	0	3	7	1	7	8	10	1
Fort Lauderdale	11	24	7	9	15	1	9	17	33	13
Guam	5	6	3	1	5	0	0	5	11	5
Honolulu	11	10	0	7	4	0	4	14	18	2
Houston	45	29	13	27	25	9	24	79	44	31
Jacksonville	20	22	7	18	20	3	11	54	39	18
Joliet	0	3	0	0	1	1	0	0	4	0
Mobile	16	10	2	9	3	2	2	20	17	2
New Orleans	10	9	7	9	7	1	3	24	9	9
New York	33	26	11	20	14	8	6	72	44	20
Norfolk	15	14	4	11	15	5	16	21	26	10
Philadelphia	4	10	0	4	3	0	1	5	9	2
Piney Point	1	26	1	0	13	0	1	2	20	1
Puerto Rico	9	3	0	4	4	0	4	12	11	0
San Francisco	17	10	1	12	6	2	6	30	17	5
St. Louis	0	3	0	0	4	0	3	1	7	2
Tacoma	32	36	7	21	25	7	13	64	57	15
Wilmington	33	24	12	21	13	2	14	53	42	20
<b>Totals</b>	<b>269</b>	<b>277</b>	<b>80</b>	<b>178</b>	<b>187</b>	<b>43</b>	<b>124</b>	<b>481</b>	<b>431</b>	<b>163</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	1	0	0	0	0	0	0	2	1
Anchorage	0	2	0	0	1	0	0	0	1	0
Baltimore	3	3	1	3	4	2	3	5	4	1
Fort Lauderdale	6	9	3	4	4	0	1	13	14	6
Guam	0	3	1	0	0	0	0	2	7	1
Honolulu	6	2	1	4	1	1	1	8	7	5
Houston	20	12	10	14	12	6	9	27	18	13
Jacksonville	13	17	7	13	14	5	9	30	24	9
Joliet	1	2	0	1	0	0	1	0	2	1
Mobile	9	6	0	2	2	2	2	13	13	2
New Orleans	12	4	0	4	4	0	0	16	4	1
New York	14	7	5	4	5	3	6	27	21	11
Norfolk	7	15	13	4	10	8	5	12	20	11
Philadelphia	1	2	1	1	1	0	1	1	3	1
Piney Point	2	3	0	3	3	0	1	4	3	2
Puerto Rico	3	6	0	5	0	1	2	4	6	1
San Francisco	7	4	2	5	5	0	5	12	13	4
St. Louis	1	0	0	1	1	0	0	2	4	0
Tacoma	13	15	3	11	7	2	4	25	30	3
Wilmington	15	9	7	8	4	5	6	21	17	10
<b>Totals</b>	<b>133</b>	<b>122</b>	<b>54</b>	<b>87</b>	<b>78</b>	<b>35</b>	<b>56</b>	<b>222</b>	<b>213</b>	<b>83</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	0	0	0	0	0	0	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	4	1	2	4	0	0	5	6	2	3
Fort Lauderdale	3	4	0	3	6	0	2	7	8	5
Guam	3	2	0	1	2	0	0	3	3	0
Honolulu	9	3	0	8	3	0	3	21	9	0
Houston	23	8	2	18	3	2	6	40	11	4
Jacksonville	11	10	3	15	9	1	5	22	18	6
Joliet	0	0	0	0	0	0	0	1	0	1
Mobile	5	2	2	1	3	0	2	9	4	4
New Orleans	3	2	2	2	2	1	2	4	6	3
New York	20	6	6	12	4	3	8	38	15	6
Norfolk	6	8	3	5	7	4	5	12	19	4
Philadelphia	1	2	0	3	0	0	0	2	2	0
Piney Point	5	2	1	2	1	0	0	7	5	1
Puerto Rico	1	1	0	1	1	0	2	2	3	0
San Francisco	20	3	2	20	9	1	9	36	1	1
St. Louis	1	1	0	2	2	0	0	2	1	0
Tacoma	19	5	3	11	7	2	8	32	7	4
Wilmington	29	10	2	9	7	0	2	51	12	9
<b>Totals</b>	<b>164</b>	<b>70</b>	<b>28</b>	<b>117</b>	<b>66</b>	<b>14</b>	<b>59</b>	<b>296</b>	<b>126</b>	<b>51</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	0	2	0	0	0	0	0	3	3
Anchorage	0	1	4	0	2	2	0	0	2	5
Baltimore	0	2	1	0	2	1	0	0	7	1
Fort Lauderdale	0	4	9	0	3	2	0	0	10	19
Guam	0	2	4	0	2	2	0	0	2	8
Honolulu	5	9	7	4	2	4	0	2	17	13
Houston	4	21	16	3	16	9	0	8	34	35
Jacksonville	4	11	19	1	8	3	0	6	21	34
Joliet	0	1	2	0	0	1	0	0	1	2
Mobile	0	4	0	0	4	0	0	1	8	4
New Orleans	0	3	5	1	3	2	0	2	5	7
New York	5	38	16	6	14	3	0	6	78	39
Norfolk	0	17	22	0	14	10	0	0	19	26
Philadelphia	0	0	0	0	0	0	0	0	0	0
Piney Point	0	24	20	0	11	13	0	0	24	22
Puerto Rico	0	1	0	1	1	0	0	1	4	1
San Francisco	2	13	12	5	7	3	0	5	20	15
St. Louis	0	3	0	0	0	0	0	0	4	0
Tacoma	4	16	9	4	5	6	0	4	31	23
Wilmington	1	8	9	1	3	6	0	2	14	20
<b>Totals</b>	<b>25</b>	<b>178</b>	<b>157</b>	<b>26</b>	<b>97</b>	<b>67</b>	<b>0</b>	<b>37</b>	<b>304</b>	<b>277</b>
<b>Totals All Departments</b>	<b>591</b>	<b>647</b>	<b>319</b>	<b>408</b>	<b>428</b>	<b>159</b>	<b>239</b>	<b>1,036</b>	<b>1,074</b>	<b>574</b>

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

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

## July & August 2006 Membership Meetings

Piney Point .....Monday: July 3, August 7

Algonac .....Friday: July 7, August 11

Baltimore .....Thursday: July 6, August 10

Boston .....Friday: July 7, August 11

Guam .....Thursday: July 20, August 24

Honolulu .....Friday: July 14, August 18

Houston .....Monday: July 10, August 14

Jacksonville .....Thursday: July 6, August 10

Joliet .....Thursday: July 13, August 17

Mobile .....Wednesday: July 12, August 16

New Orleans .....Tuesday: July 11, August 15

New York .....Wednesday: July 5\*

.....Tuesday: August 8

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

Norfolk .....Thursday: July 6, August 10

Philadelphia .....Wednesday: July 5, August 9

Port Everglades .....Thursday: July 13, August 17

San Francisco .....Thursday: July 13, August 17

San Juan .....Thursday: July 6, August 10

St. Louis .....Friday: July 14, August 18

Tacoma .....Friday: July 21, August 25

Wilmington .....Monday: July 18

.....Tuesday: August 22\*

.....(\*change created by Paul Hall Day holiday)

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

## Personals

### DAVID BALLARD

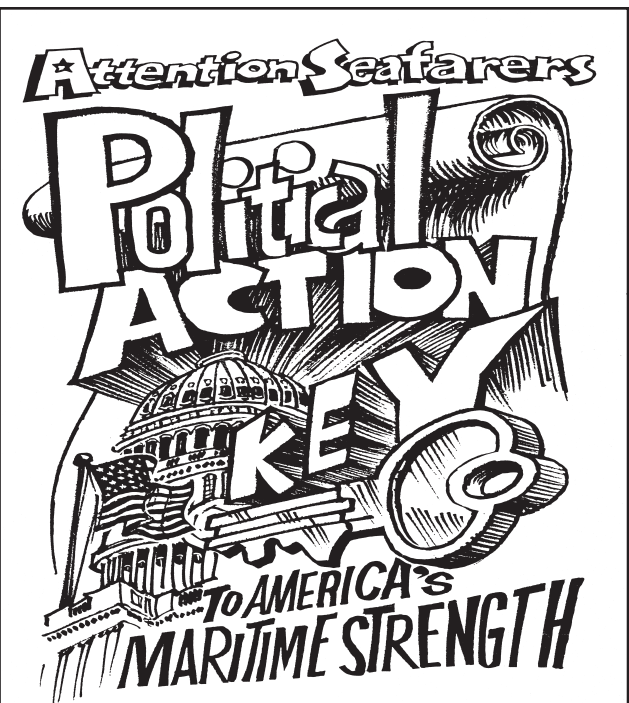
Mickey Noble, a shipmate from aboard the Steel Executive, would like to get in touch with you and catch up on old times. Call him at (415) 235-1432.

### RUSSELL LEE and AMERICUS BELL

Leo Castro would like to hear from you. Call him on his cell phone at (713) 443-1301.

## Correction

A photo caption in the May issue of the Seafarers LOG listed an incorrect title for Coastal Maritime CFO Kathy Wiley. The LOG regrets the error.





**Seafarers International Union  
Directory**

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,  
*Vice President Lakes and Inland Waters*

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,  
*Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*

**HEADQUARTERS**

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

**ALGONAC**

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

**ANCHORAGE**

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

**BALTIMORE**

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

**BOSTON**

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

**GUAM**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JOLIET**

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

**MOBILE**

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

**NEW ORLEANS**

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

**NEW YORK**

635 Fourth Ave., Brooklyn, NY 11232  
(718) 499-6600  
Government Services Division: (718) 832-8767

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

350 Fremont St., San Francisco, CA 94105  
(415) 543-5855  
Government Services Division: (415) 861-3400

**SANTURCE**

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

**ST. LOUIS/ALTON**

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

**TACOMA**

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

**WILMINGTON**

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

**NMU Monthly Shipping & Registration Report**

APRIL 16 — MAY 15, 2006

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	7	0	0	4	1	0	0	17	9	2
Houston	6	4	2	8	2	2	9	30	10	2
Jacksonville	4	0	4	6	0	4	4	1	2	0
New Orleans	1	1	0	1	0	0	1	14	10	2
New York	11	12	1	14	2	1	5	38	27	0
Norfolk	1	1	0	1	1	0	0	0	0	0
Tacoma	0	1	0	0	1	0	0	1	1	0
Wilmington	3	1	3	3	1	4	2	1	0	1
<b>Totals</b>	<b>33</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>11</b>	<b>21</b>	<b>102</b>	<b>59</b>	<b>7</b>
<b>ENGINE DEPARTMENT</b>										
Boston	4	0	0	4	0	0	0	5	2	1
Houston	9	3	1	4	1	1	3	18	6	1
Jacksonville	1	1	1	2	1	1	1	1	0	1
New Orleans	1	0	0	0	0	0	0	5	2	2
New York	6	2	0	5	0	0	4	20	10	0
Norfolk	0	1	0	0	1	0	0	0	0	0
Tacoma	0	0	2	0	0	2	1	0	0	0
Wilmington	1	1	0	1	1	0	1	3	0	0
<b>Totals</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>10</b>	<b>52</b>	<b>20</b>	<b>5</b>
<b>STEWARD DEPARTMENT</b>										
Boston	2	0	0	6	0	0	0	4	2	1
Houston	3	3	1	0	2	0	1	19	7	1
Jacksonville	2	1	0	2	1	0	2	3	0	1
New Orleans	2	0	1	1	0	0	0	4	2	2
New York	5	6	0	5	1	0	1	11	9	0
Norfolk	1	0	0	1	0	0	0	2	0	1
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	1	0	0	1	0	1	0	0	0
<b>Totals</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>20</b>	<b>6</b>
<b>Totals All Departments</b>	<b>70</b>	<b>39</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>15</b>	<b>36</b>	<b>197</b>	<b>99</b>	<b>18</b>

**PICS-FROM-THE-PAST**

These photos were sent to the Seafarers LOG by Pensioner **Alfred Porcari** of Howard Beach, N.Y.

They were taken aboard the old Liberty ship *Lewis Emery Jr.* in 1954. The vessel was carrying coal from Japan to Korea on a 6-month trip.

In the photo at right, ABs are tying up the ship in Japan. The Seafarer in the center is Augustin Tellez, father of SIU Executive VP Augie Tellez.

Below left: Crew members "shoot the breeze on the #4 hatch. That's what we used to do in the old days," wrote Porcari in a note accompanying the pictures.

Below right: "The wheelhouse had portholes, so when we had to steer in tight places, like the Panama Canal, as in the picture, we had to steer on the open flying bridge."

Porcari joined the SIU in the port of New York in 1947 and retired in 1991.







### DEEP SEA

**KENNETH ADAMCZAK**, 66, joined the union in 1977. Brother Adamczak initially sailed on the *J.T. Hutchinson*. The Michigan native worked in the engine department. In 2000, Brother Adamczak attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His most recent voyage was aboard the *El Morro*. Brother Adamczak is a resident of Jacksonville, Fla.



**HERMAN BERGERON JR.**, 62, became an SIU member in 1964. Brother Bergeron was born in Louisiana. He

worked in the engine department. Brother Bergeron's first ship was the *Penn Sailor*. He lives in Harvey, La.

**RAYMOND COOLEY**, 65, started sailing with the SIU in 1989. Brother Cooley first shipped on board the *PFC James Anderson Jr.* The deck department member, who was born in Georgia, last sailed aboard the *Maj. Stephen W. Pless*. He now makes his home in Beaumont, Texas.

**WILSON GARCIA**, 65, joined the SIU in 1969.



Brother Garcia, a member of the deck department, first shipped on the *Geneva*. The Puerto Rico-born mariner upgraded his skills in 1976 and 2006 at the training school in Piney Point, Md. He most recently worked aboard the *Horizon Mayaguez*. Brother Garcia calls Penuelas, P.R. home.

**WALTER HARRIS**, 65, joined the SIU in 1978. Brother Harris was a frequent upgrader at the Piney Point school. His first ship was the *Bradford Island*. Brother Harris was a member of the deck department. He most recently worked aboard Tyco's *Decisive*. Brother Harris resides in Baltimore, Md.



**ROBERT HINES JR.**, 66, embarked on his seafaring career in 1967. Brother Hines' first ship was the *Steel Voyager*.

He worked in the engine department and upgraded often at the union-affiliated school in Piney Point, Md. Brother Hines was born in Mississippi. His most recent voyage was on the *Sgt. Matej Kocak*. Brother Hines continues to live in Mississippi.

**TYRONE MATTHEWS**, 66, began his seafaring career in 1965.



The Louisiana native, who worked in all three departments, enhanced his skills on two occasions at the Paul Hall Center.

Brother Matthews last sailed aboard the *El Morro*. He is a resident of New Orleans.



**GARY PETERSON**, 61, joined the union in 1971. In 1993, the deck department member upgraded his skills at the

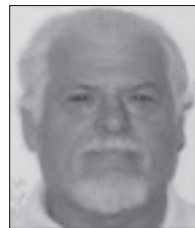
Paul Hall Center in Piney Point, Md. Brother Peterson was born in California. He makes his home in Fall City, Wash.

**TERRY RYAN**, 67, launched his SIU career in 1990. Brother Ryan first sailed on the *Presque Isle*.



Born in Minnesota, he attended classes at the Paul Hall Center in 2000 and 2002. Brother Ryan last worked aboard the *Horizon Trader*. He calls St. Paul, Minn. home.

**RANDOLPH TANNIS**, 65, became an SIU member in 1970, first shipping on the *Western Clipper*. Brother Tannis was born in Wisconsin and sailed in the engine department. He enhanced his skills on three occasions at the Piney Point school. Brother Tannis's most recent voyage was on the *Maersk Missouri*. He settled in Staten Island, N.Y.



**WILLIAM TURNER**, 59, began shipping with the SIU in 1977. Brother Turner's first voyage was aboard the

*Overseas Vivian*. He attended classes at the union-affiliated school in Piney Point, Md. in 1967, 1982 and 2001. Brother Turner worked in the engine department, most recently aboard the *San Juan*. Born in New York, Brother Turner calls Jacksonville, Fla. home.

**MIGUEL VINCA**, 65, started sailing with the Seafarers in 1990 from the port of New York.



Brother Vinca's first ship was the *USNS Capella*; his last was the *Cleveland*. The Philippine-born mariner worked in the steward department and upgraded his skills in 2001 and 2004 at the Paul Hall Center in Piney Point, Md. Brother Vinca now makes his home in Corpus Christi, Texas.

### INLAND

**PETER GOTTSCHALK**, 65, joined the union in 1990. During his SIU career, Boatman Gottschalk shipped primarily aboard Crowley Towing & Transportation vessels. He was born in Germany and went to the Piney Point school on three occasions to upgrade his seafaring skills. Boatman Gottschalk is a resident of Houma, La.



**JOHNNY O'FERRELL**, 58, hails from Rhode Island. Boatman O'Ferrell joined the SIU in 1965. He first sailed on

board the *Hanover* in the deck department. Boatman O'Ferrell upgraded often at the Paul Hall Center. His most recent voyage was on the *Delta Mariner*. Boatman O'Ferrell resides in Chickasaw, Ala.

**ERNEST PARKS JR.**, 62, first sailed aboard a vessel operated by Southern Carriers Corporation. The Virginia-born Parks upgraded his skills on numerous occasions at the union-affiliated school in Piney Point, Md. Prior to retiring, he worked on the *Express Marine*. Boatman Parks continues to live in his native commonwealth.

**CHARLES TELLER**, 62, became a union member in 1973 in the port of Houston.



Boatman Teller first sailed aboard a G&H Towing vessel. The deck department member attended classes at the Paul Hall Center in Piney Point, Md. Boatman Teller last shipped with Tampa Tugs. He resides in Hitchcock, Texas.



**ANDREW VEAL**, 62, began his seafaring career in 1966 in the port of Norfolk, Va. Boatman Veal was born in North

Carolina. He worked primarily with the Association of Maryland Pilots. Boatman Veal calls Crab Orchard, W.Va. home.

## 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.

### GREAT LAKES

**DONALD BINKOWSKI**, 65, joined the SIU in 1970. Brother Binkowski first sailed on the *Kinsman Enterprise*. The engine department member hails from Wisconsin. Brother Binkowski, who last shipped aboard the *Saint Clair*, settled in his native state.

**BAISEL KUVSHNIKOV**, 64, began sailing with the union in 1971.



Brother Kuvshnikov, who was born in Russia, worked in the engine department. He attended classes at the Paul Hall Center in 2003 and most recently shipped on the *Sam Laud*. Brother Kuvshnikov is a resident of Thomasville, N.C.



**LEVI SANFORD**, 64, joined the SIU in 1979. Brother Sanford sailed as a member of the deck department. He was

born in Covington, Ga. and upgraded his skills in 2003 at the Piney Point school. Prior to retiring, Brother Sanford shipped on the *St. Mary's Challenger*. He makes his home in Sweetwater, Tenn.

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

**HERMAN BEASLEY**, 64, embarked on his NMU career in 1969 in the port of New Orleans.



Brother Beasley was born in Louisiana. His first ship was the *Zoelle Lykes*; his last was the *Lykes Explorer*.



**BENITO BONILLA**, 66, became an NMU member in 1966 in New York. Brother Bonilla first sailed on the

*United States*. He was born in Honduras. Brother Bonilla's most recent voyage was aboard the *Endeavor*.

**NORMAN BUSH**, 70, hails from Honduras. Brother Bush joined the union in 1984.



His first ship was the *Nancy Lykes*. Brother Bush worked in the steward department, most recently aboard the *Green Harbor*.



**AHMED HAMID**, 65, joined the NMU in 1966. Brother Hamid was born in Yemen. He first shipped on the *Texaco*

*Montana*. Brother Hamid most recently worked aboard the *Denali*.

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

NAME	AGE	EDP
Eldridge, Shirlye	65	May 1
Erazo, Roberto	66	April 1
Major, Alvin	62	April 1
Runyan, Ronald	70	April 1
Vargas, William	70	April 1

*Reprinted from past issues of the Seafarers LOG.*

### 1940

In spite of claims by outsiders that it was impossible to get increases from the coastwise operators, the SIU negotiated with the coastwise companies and won increases of \$10 per month plus an increase in the overtime rate of ten cents per hour for all departments. Companies covered by this agreement were Seatrail Line Inc., Range Lines, Canadian and Gulf Lines, Fall River Navigation Company and Waterman Steamship Corporation (for their coastwise ships).

### 1955

Full protection of Seafarers and their rights, including their right to the union hiring hall, is assured under the terms of a resolution on merger of the AFL and CIO which was approved by SIU of NA convention delegates. The resolution orders the SIU of NA to set up a committee which will represent the international and it affiliates in any discussions relating to merger questions. The committee, in turn, will report back to the respective affiliated unions and the international officers at an emergency convention if such becomes necessary.

### 1970

Three SIU members who risked their lives by jumping into heavy seas to rescue two downed Air Force pilots have been awarded the Merchant Marine Meritorious Service Medal in Seattle.

## THIS MONTH IN SIU HISTORY

a lifeboat too risky.

Medals were presented by Maritime Administration Representative Frank I. Huxtable to Ordinary Seamen James B. Harrington and Theodore Zieser and AB Morgan L. Jones in the Seattle union hall.

### 1985

It was a busy time in Newport News Shipyard in June as Seafarers readied the *PFC Dewayne Williams* for a military career with the Maritime Preposition Fleet. Later in the month when the *Williams* steamed from the Newport marine terminal to the Pacific Coast to take part in her first military exercise, SIU members were on board.

The Seafarers, sailing aboard the *Anniston Victory*, jumped into icy seas with safety lines to help the exhausted airmen aboard ship. The rescue occurred on Feb. 26, 1968. Gale conditions made launching of



# Final Departures

## DEEP SEA

### RAYMOND ALLEN

Pensioner Raymond Allen, 71, passed away Feb. 15. Brother Allen was born in Pennsylvania and joined the Seafarers in 1952. He first worked in the deck department aboard an Ore Navigation vessel. Brother Allen's last voyage was on board the *Del Brazil*. He retired in 1990 and called Windsor Mill, Md. home.

### ARTHUR AUSTIN



Pensioner Arthur Austin, 82, died Jan. 3. Brother Austin joined the SIU in 1966. The engine department member was a native of Honolulu.

Brother Austin's first trip to sea was on the *Eagle Voyager*. Prior to retiring in 1990, he sailed aboard the *Horizon Kodiak*. Brother Austin made his home in the state of Washington.

### JAMES BARNETT



Pensioner James Barnett, 78, passed away Jan. 17. Brother Barnett embarked on his seafaring career in 1945. He first shipped on a Sprogue Steamship Company vessel in the steward department. Brother Barnett was born in Alabama. His last journey was aboard the *Seabulk Power*. Brother Barnett began his retirement in 1990 and called Mobile, Ala. home.

### ERNIE BODDEN

Brother Ernie Bodden, 41, died Oct. 19. He began his SIU career in 1996. Brother Bodden initially shipped on the *Robert E. Lee*. He was born in New Orleans and most recently sailed aboard the *Green Point*. Brother Bodden was a resident of Louisiana.

### GEORGE BRANNAN



Pensioner George Brannan, 80, passed away March 14. Brother Brannan became a Seafarer in 1944 in the port of Baltimore. He first sailed aboard the *Robin Kettering*. Born in North Carolina, Brother Brannan worked in the engine department. His last ship was the *Adonis*. Brother Brannan started collecting his pension in 1985. He resided in Upper Chester, Pa.

### ALVIN CARPENTER

Pensioner Alvin Carpenter, 79, died Feb. 9. Brother Carpenter joined the SIU in 1947 in the port of New York. The Missouri native worked in the steward department. Brother Carpenter's first ship was the *Timothy Dwight*; his last was the *Leader*. He settled in Rhode Island and began receiving his retirement compensation in 1984.

### GEORGE CONNELL SR.



Pensioner George Connell Sr., 91, passed away Jan. 6. Brother Connell commenced his seafaring career in 1963, initially

sailing aboard a vessel operated by Intercontinental Transportation. He was born in Alabama and worked in the engine department. Brother Connell last shipped on the *Cove Spirit*. He lived in his native state and went on pension in 1981.

### JOHNNY CRINER

Pensioner Johnny Criner, 65, died March 7. Brother Criner joined the SIU in 1986, initially sailing aboard the *USNS Assurance*. The steward department member was born in Oklahoma. Before retiring in 2002, Brother Criner worked on the *USNS Impeccable*. He called Altoona, Wis. home.

### MARTIN FOX



Pensioner Martin Fox, 60, passed away March 25. Brother Fox joined the SIU in 1965. His first trip to sea was aboard the *Kenmar*.

Brother Fox was born in Baltimore and shipped in the engine department. He last worked on the *Nuevo San Juan*. Brother Fox retired in 1994 and made his home in Dundalk, Md.

### GEORGE GIBBONS

Pensioner George Gibbons, 78, died Dec. 25. Brother Gibbons launched his seafaring career in 1947. He was a member of the steward department. Brother Gibbons first sailed aboard a Waterman Steamship Corp. vessel. His last voyage was on the *Horizon Challenger*. Brother Gibbons was resident in his native state of New York. He became a pensioner in 1990.

### ROBERT HOLT



Pensioner Robert Holt, 83, passed away March 29. Brother Holt became an SIU member in 1951 in New York. His first ship was operated by Waterman Steamship Corp. Brother Holt was born in Pennsylvania. His last trip to sea was aboard the *Santa Isabel*. Brother Holt started receiving his retirement stipends in 1984. He lived in Pottstown, Pa.

### CHARLES JOHNSON



Pensioner Charles Johnson, 84, died March 19. Brother Johnson was born in Kennett, Mo. He became a Seafarer in 1951, joining in the port of San Francisco. Brother Johnson initially sailed with Sprogue Steamship Company in the deck department. His last voyage was on the *USNS Denebola*. Brother Johnson went on pension in 1982. He called St. Louis home.

### JENNINGS LONG

Pensioner Jennings Long, 90, passed away Dec. 17. Brother Long started shipping with the SIU in 1947. His first trip was with Martis Steamship Corporation. A native of North Carolina, Brother Long worked in the deck department. He last sailed aboard a CSX Lines vessel. Brother Long went on pension in 1980. He resided in Burlington, N.C.

### RICHARD McCALL

Pensioner Richard McCall, 76, died Feb. 6. Brother Long joined the



union in 1951 in New York. He initially sailed on a Delta Steamship Lines vessel as a member of the deck department. Brother McCall was born in Louisiana. Prior to retiring in 1986, he shipped aboard the *Long Lines*. Brother McCall was a resident of Mobile, Ala.

### JUAN OSARIO

Pensioner Juan Osario, 67, passed away Oct. 23. Brother Osario became a Seafarer in 1978, first sailing on board the *Santa Mercedes*. The steward department member was born in Puerto Rico and continued to live there. Brother Osario last shipped aboard the *Borinquen*. He started collecting his pension in 1986.

### HIRAM PAYNE



Pensioner Hiram Payne, 77, died Jan. 9. Brother Payne joined the SIU in 1951 in the port of Savannah, Ga. He first sailed aboard a vessel operated by Sprogue Steamship Company. Brother Payne was born in Georgia and shipped in the steward department. His last voyage was on the *Monticello*. Brother Payne became a pensioner in 1978. He made his home in Winder, Ga.

### ANTHONY PERRY

Pensioner Anthony Perry, 80, passed away Nov. 1. Brother Perry was born in Rhode Island and joined the SIU in 1973, initially sailing on the *Mohawk*. Working as a member of the deck department, he last shipped aboard the *Horizon Navigator*. Brother Perry began receiving compensation for his retirement in 1991. He was a resident of Pahrump, Nev.

## INLAND

### PETER LOVASCO

Pensioner Peter Lovasco, 84, died Jan. 18. Boatman Lovasco embarked on his seafaring career in 1980. Born in Massachusetts, Boatman Lovasco last sailed on the *St. Joseph*. He started collecting his pension in 1984 and made his home in Essex, Mass.

### ISAIAH NOTTINGHAM



Pensioner Isaiah Nottingham, 88, passed away Jan. 19. Boatman Nottingham joined the union in 1971. During his seafaring career, he sailed primarily on vessels operated by Penn Central Transportation. Boatman Nottingham continued to live in his native Virginia. He went on pension in 1982.

### JOHN TAYLOR

Pensioner John Taylor, 78, died Oct. 5. Boatman Taylor joined the SIU in 1961 in the port of Philadelphia. He initially worked aboard an Interstate Oil Company vessel. Boatman Taylor was born in Maryland. Prior to retiring in 1988, he shipped with Maritrans Operating Company. Boatman Taylor called Princess Anne, Md. home.

## JOHN WATERS

Pensioner John Waters, 66, passed away Jan. 14. Boatman Waters became a Seafarer in 1976 in the port of Houston. He was born in Charleston, S.C. Boatman Waters sailed primarily aboard Marine Contracting & Towing Company vessels. After retiring in 2001, he continued to live in South Carolina.

## GREAT LAKES

### RANSOM EHRENBERG

Pensioner Ransom Ehrenberg, 86, died Dec. 28. Brother Ehrenberg was a Michigan native. He joined the union in 1963, first sailing aboard an American Steamship Company vessel. His last voyage was with Great Lakes Associates. Brother Ehrenberg went on pension in 1985 and resided in Palmer, Mich.

### MASOOD ELGIRSH



Pensioner Masood Elgirsh, 71, passed away Oct. 14. Brother Elgirsh started sailing with the SIU in 1961 in Detroit aboard a Seatrain Lines vessel. He was born in Yemen and worked in the engine department. Brother Elgirsh's last voyage was on the *Saint Clair*. He retired in 1997 and made his home in Dearborn, Mich.

### DAVID HUBBARD

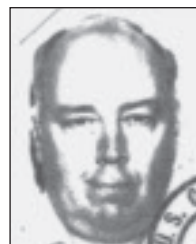


Pensioner David Hubbard, 68, died Dec. 28. Brother Hubbard joined the SIU in 1970. The Michigan-born mariner shipped in the deck department. Brother Hubbard initially sailed aboard the *Hennepin*. Prior to retiring in 2002, he worked on the *Richard J. Reiss*. Brother Hubbard was a resident of New Mexico.

### HENRY IRVINE

Pensioner Henry Irvine, 84, passed away Dec. 1. Brother Irvine joined the Seafarers in 1961. He sailed in both the inland and Great Lakes divisions. Brother Irvine first worked aboard a Price Brothers McClung vessel and last sailed on a Great Lakes Towing vessel. Born in Ogdensburg, N.Y. Brother Irvine began collecting compensation for his retirement in 1984. He called Michigan home.

### JUNIOR LARSON



Pensioner Junior Larson, 77, died Oct. 6. Brother Larson began his seafaring career in 1977. His first vessel was the *Henry Steinbrenner*; his last was the *Indiana Harbor*. Brother Larson was a member of the engine department. He settled in his native state of Wisconsin. Brother Larson started receiving his pension in 1995.

### MARK SCOTT

Brother Mark Scott, 47, passed away Jan. 17. He became a union member in 1999 in Seattle. Brother Scott's first trip was on the *USNS Sisler*. The engine department member was born in Minnesota and most recently sailed on the *Alpena*. He made his home in Wisconsin.

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

### EVANGELISTA CRUZ



Pensioner Evangelista Cruz, 92, died Oct. 19. Brother Cruz joined the NMU in 1945 in the port of San Juan, P.R. He first sailed on the

*Glenpool*; his last ship was the *Export Champion*. Brother Cruz went on pension in 1976.

### SOLEM GREFALDIA



Pensioner Solem Grefaldia, 87, passed away Oct. 19. Brother Grefaldia, who was born in the Philippines, became an NMU member in 1957, initially shipping aboard the *Atlantic Trader*. He worked in the steward department. Brother Grefaldia's last voyage was on the *Ashley Lykes*. He retired in 1984.

### WELDON HAMILTON



Pensioner Weldon Hamilton, 83, died Oct. 3. Brother Hamilton began his seafaring career in 1946, sailing from the port of San Francisco, Calif. The steward department member's first ship was the *Brazil*. Prior to retiring in 1968, Brother Hamilton shipped aboard the *Constitution*.

### EVANGELISTA QUINONES



Pensioner Evangelista Quinones, 89, passed away Sept. 8. Brother Quinones started his NMU career in 1947. His first voyage was on the *Santa Rosa*. Brother Quinones came ashore in 1954 as a patrolman in the port of San Juan, P.R. He retired in 1969.

*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
Adams, Raven	63	April 15
Banker, Orett	86	March 3
Bauernfeind, Jane	69	Jan. 10
Butler, Alex	86	April 19
Cruz, Estanisló	94	April 1
David, Monico	79	April 21
Efre, Jose	95	April 15
Figueroa, Modesto	80	Jan. 31
Foster, Bender	82	April 6
Kokoszka, Valentine	89	April 15
Padilla, Jose	92	April 1
Perez, Eligio	79	April 2
Peterson, Carl	81	March 25
Sang, Jim	99	March 21
Smith, Gordon	71	April 13
Tatum, Courtney	78	April 17
Wise, Shelton	79	Feb. 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.

**COAST RANGE** (Crowley Liner Services), April 30—Chairman **Marvin P. Zimbardo**, Secretary **Tran Nee**, Educational Director **Carlos A. Perez Jr.**, Deck Delegate **Travis Stringer**. Chairman announced upcoming payoff in Garyville, La. and urged everyone to read president's report in April *Seafarers LOG*. Secretary reminded crew members getting off to clean rooms and leave fresh linen for next mariner. Educational director stressed importance of upgrading skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and contributing to SPAD. Treasurer stated \$2,500 in ship's fund. No beefs or disputed OT reported. Suggestion made concerning pensions. Vote of thanks given to steward department for job well done. Next port: Tampa, Fla.

**CP LIBERATOR** (Marine Transport Lines), April 8—Chairman **Zeki Karahmet**, Deck Delegate **Manuel A. Uy**, Engine Delegate **Adelmo Giusti**, Steward Delegate **Eusebio V. Amaya**. Bosun announced April 12 payoff upon arrival in Houston. He discussed importance of education. "Democracy is based on an educated population not just people that can read and write but people that ask questions and read between the lines." No beefs or disputed OT reported. Next ports: Houston; Charleston, S.C.; Norfolk, Va.; Antwerp, Belgium.

**GLOBAL SENTINEL** (Transoceanic Cableship Company), April 10—Chairman **Lee Hardman**, Secretary **Shawn R. Fujiwara**, Educational Director **Lothar Wick**, Deck Delegate

**John C. Bumgarner**, Engine Delegate **John W. Carson**, Steward Delegate **Robert J. Haggerty**. Chairman noted Tacoma patrolman visited ship last week to talk about new contracts. Educational director encouraged mariners to upgrade skills at union-affiliated school in Piney Point, Md. Treasurer stated \$3,000 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for excellent meals. Ship's internet connection still being worked on. Once it is up and running, crew members will have an opportunity to sign up for service. This service will be separate from company e-mail. Discussion was held pertaining to current contract negotiations.

**HORIZON CHALLENGER** (Horizon Lines), April 29—Chairman **Roy L. Williams**, Secretary **Donald B. GaNung**, Educational Director **Clive A. Steward Sr.**, Deck Delegate **Wilfredo Velez**, Engine Delegate **Marshall J. Sanford**, Steward Delegate **Simone J. Solomon**. Discussion held concerning five new Horizon Lines ships coming out in the next year. Treasurer stated \$200 in captain's safe to be used to purchase DVDs. Clarification requested on box girder. No beefs or disputed OT reported. Recommendations made to regarding next contract, including raising pension amounts due to cost of living increases and lowering medical plan's deductible. Crew members were in agreement that recent barbecue was the best ever. Next port and port of payoff: Houston.

**HORIZON HAWAII** (Horizon Lines), April 30—Chairman

**Thomas W. Grosskurth**, Secretary **Joseph J. Gallo Jr.**, Educational Director **Jorge L. Falero**, Deck Delegate **Isaac Vega Mercado**, Engine Delegate **Michael A. Watkins**, Steward Delegate **Jorge R. Salazar**. Chairman announced May 5 payoff in Jacksonville, Fla. and asked crew to have union books and dues payments ready for patrolman. He thanked all three departments for working well together and advised everyone to keep passports and all other required shipping documents current or risk losing a job. Secretary thanked crew for great trip and reminded them to "be alert—don't get hurt." Educational director urged mariners to attend upgrading classes at Piney Point school. Treasurer said captain is maintaining stewardship of joint funds and will give report of totals at next crew meeting. The money currently is being used for satellite TV, among other items. Refrigerators for crew state rooms are also to be ordered with treasury funds. Crew extended thanks to Brothers **Tony Rosario** and **Mo Ahmed** for recovery of misplaced money. Sympathies of crew members went out to Brother **Ray Fernandez** on loss of his beloved father. Job well done by Chief Cook **Salazar** and SA **Chucha Rodriguez**. Next ports: Jacksonville, Fla.; San Juan, P.R.; Port Elizabeth, NJ.

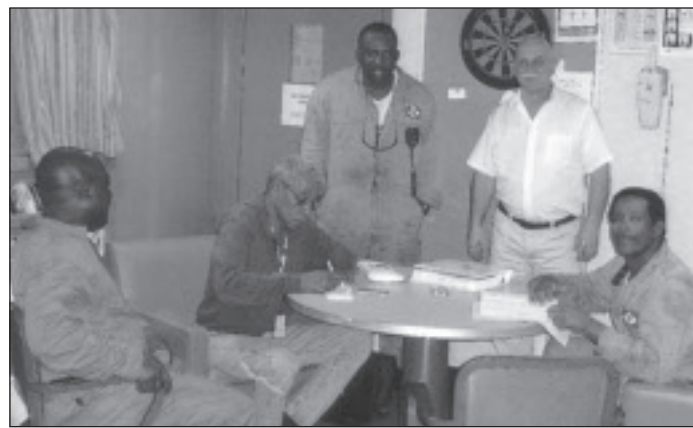
**HORIZON PRODUCER** (Horizon Lines), April 19—Chairman **Joel A. Lechel**, Secretary **William J. Bunch**, Educational Director **Angel S. Hernandez**, Deck Delegate **Cleofe B. Castro**, Engine Delegate **Pablo Albino**, Steward Delegate **Fernando L. Vega**. Crew discussed newly implemented ID requirements for entry into port of Jacksonville. Question arose as to required payment for additional background check. Bosun encouraged Seafarers to contribute to SPAD, particularly in an election year. Unlicensed Apprentice C.J. Curran complimented for his easy adaptation to shipboard life. His work has been excellent and he learns very quickly. Educational director advised everyone to allow significant time when applying for required shipping documents. Treasurer stated \$2,235 in ship's fund. No beefs or disputed OT reported. Condolences extended to family of former New Orleans Port Agent **Steve Judd**. Crew advised that new washing machine does not work properly in rough seas. Chief engineer has been informed and will take care of it soon. Steward department thanked for clean ship as well as good food and excellent barbecues.

**HORIZON TRADER** (Horizon Trader), April 1—Chairman **Ali A. Saleh**, Secretary **Kevin M. Dougherty**, Educational Director **Hiawatha J. Williams**, Steward Delegate **Efren P. Aguirre**. Chairman thanked crew for safe voyage and job well done. He announced April 1 payoff in Tacoma, Wash. and congratulated crew on achieving the one-year mark without a lost-time injury. Educational director reminded members of the many classes available at Piney Point school. Treasurer stated \$425 in ship's fund. Money used this trip for picnic and movies. Suggestion made to purchase new chess set and backgammon set and to check contract regarding TV sets in each room. No beefs or disputed OT reported. Crew requested broken VCR in crew lounge be replaced. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

**MAERSK MISSOURI** (Maersk Line Limited), April 23—Chairman **Luke F. Wells**, Secretary **Billy Gigante**, Educational Director **Robert A. Ott**. Chairman announced April 29 payoff in Newark, N.J. He thanked crew members for smooth, safe voyage. He also advised them to check expiration dates on all documents and renew early, if necessary. No beefs or disputed OT reported. Crew inquired as to availability of shoregang while in Newark and to have payoff on arrival in New York instead of following day. Next ports: Charleston, S.C.; Norfolk, Va.; Newark, N.J.; Spain.

charge, ship will sail for Valdez. Bosun and steward requested union official in San Francisco to collect dues payments and take care of ship business. Secretary asked for assistance in keeping mess hall and lounges clean. Educational director reminded everyone to upgrade at union-affiliated school and keep documents current in order to avoid having to take exams over. He also urged crew members to donate to SPAD; it's vital in the union's fight for beneficial legislation. No beefs; disputed OT reported in steward department. Crew requested review of medical benefits. New

## Charleston Pays Off in Savannah



Union Rep Thornton Elliott (second from left) was aboard the *Charleston* when it held a payoff recently in Savannah, Ga. From the left are AB **Silas Sam**, Elliott, Recertified Bosun **Elkanah Ladia**, Chief Steward **Peter William** and Pumpman **Clarence Verdun**. As each man made sure his dues were paid up, **William** also was thanked for his generous contribution to the Maritime Defense League (MDL).

**OVERSEAS JOYCE** (OSG Ship Management), April 16—Chairman **Abdulkarim F. Mohamed**, Secretary **Jack A. Hart Jr.**, Steward Delegate **Carlos L. Olascoaga**. Chairman announced April 24 payoff in Long Beach, Calif. following run to Portland, Ore. Secretary read letter from Executive VP **Augie Tellez** pertaining to future contract negotiations. Educational director encouraged mariners to upgrade skills at Paul Hall Center to better themselves, their jobs and their income potential. No beefs or disputed OT reported. Crew expressed gratitude to President **Sacco** and VP **Tellez** for job well done on getting new ships and better contracts. Vote of thanks given to steward department for good food.

**OVERSEAS NEW ORLEANS** (OSG Ship Management), April 30—Chairman **Samuel Duah**, Secretary **Jonathan White**, Educational Director **Larry F. Phillips**, Engine Delegate **William P. Stone**. Chairman encouraged Seafarers to participate in union meetings while ashore. He also noted that copies of the contract are available at union hall. Educational director talked about educational opportunities available at Paul Hall Center. No beefs; disputed OT reported in engine department. Recommendation made to raise pension benefits. Suggestion also made to put penalty meal hour back into contract. Next port: Tampa, Fla.

**SEABULK ARCTIC** (Seabulk International), April 16—Chairman **Juan Castillo**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Modesto Y. Rabena Jr.**, Engine Delegate **Hernando Basilan**, Steward Delegate **Orlando Hill**. Chairman announced April 17 arrival of ship in Kenai, Alaska. Following dis-

ice machine received; still awaiting new laundry machine.

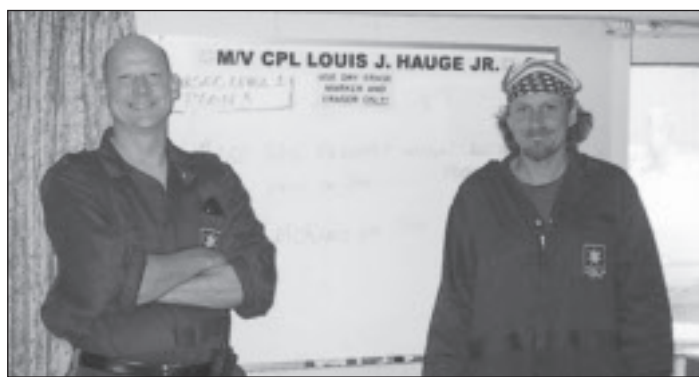
**USNS DAHL** (Maersk Line Limited), April 1—Chairman **Herman L. Reynolds**, Secretary **James H. McLeod**. Chairman urged all mariners to read *Seafarers LOG* for current information about union and maritime industry and recommended everyone keep z-cards, passports, etc. up to date and contribute to SPAD. Secretary thanked crew for helping separate trash and keeping ship clean. He reported April sanitation inspection went very well and gave special thanks to bosun and deck department for helping with vessel's stores. Educational director encouraged crew members to take advantage of upgrading opportunities and courses available at Piney Point facility. Treasurer stated \$2,500 in ship's fund. No beefs or disputed OT reported. Members requested more information on Seafarers Health and Benefits Plan. Everyone looking forward to ship's gathering for departing and newly arriving crew members. Next port: Saipan.

**CAPE KENNEDY** (Keystone Shipping), May 1—Chairman **Donald Byrd**, Secretary **Eddie W. Taylor**, Educational Director **Tran P. Luu**, Deck Delegate **Leandro A. Cacho**, Engine Delegate **Joseph Shepard Jr.**. Chairman advised all members to keep documents current. "You can't sail without them." Secretary reminded Seafarers that whatever job you are doing, safety comes first. Educational director suggested members upgrade skills at Paul Hall Center. Applications are available on board ship. No beefs or disputed OT reported. Crew requested new TV antenna system for lounges, 10 foldaway cots, and copies of pension and welfare plans booklets. Thanks given to all departments for working well together. Special thanks given to **Mark** (radio officer) for daily news and e-mails. Next port: Jacksonville, Fla.

## Sailing on the Hauge



Working aboard the *CPL Louis J. Hauge Jr.* are SA **Naziruddin Patankar** (top left), ACU **Shanita Daniel** (top right) and (below, from left) Electrician **John Brantly** and AB **Edward Rockinger**.





## Letter to the Editor

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

### Important Message

Dear Brothers and Sisters of the SIU:

Recently, I was admitted to the Seafarers Addictions Rehabilitation Center (known as "The Farm"). This came about due to

bad choices that I made concerning drugs and alcohol. I had the choice to enter rehab or quit sailing.

I have been sailing for quite some time with the SIU, and quitting was not the option. I entered the program reluctantly and learned how serious my problem was.

I was a functioning alcoholic and was on the slow path to ruin and death. The SARC has shown me literally how to save my career and my life. I will be clean and sober and able to make the

right decisions in the future. The SIU and SARC care about us and will help us overcome the scourge of alcohol and drugs that can ruin our lives.

If you or a shipmate has a substance abuse problem, please talk with someone about it. You will be treated with confidentiality and respect. You need not feel alone because, believe me, you are not.

The Brotherhood of the Sea can save your life.

**A grateful SIU member**

## LOG-A-RHYTHMS

### To the Old Timers

by Paula Werfel

*Here's to you old timers whose blood, sweat and tears  
Have brought this industry through many tough years.*

*As a boy you set sail seeking adventure and spice.  
A man you became with many a sacrifice.*

*Missed weddings, anniversaries, births, deaths and many  
an event,  
"Job call" was hollered and off you went.*

*Not for glory or medals or "hats off" from anyone.  
But because there was a job that needed to get done.*

*You supplied soldiers and allies with provisions for the  
"fray,"  
Dodging torpedoes or bullets and learning quickly how  
to pray.*

*Sometimes the dodge was not quick enough,  
A lost shipmate and friend, now that was quite rough.*

*Aching muscles, sunburn, ornery engines and callused  
hands,  
Tight places, no sleep and rules of foreign lands.*

*The fun that you made was "creative" for sure.  
The poker games, the jokes and oh ... pranks by the  
score.*

*The time passed, sometimes too slowly, sometimes too  
fast.  
Each voyage with memories to tuck away with the last.*

*Wine, women and song in some foreign port.  
Hard work and loneliness was more like the sort.*

*I stare at the sea and wish she would tell  
All the stories she has in each formidable swell.*

*The heartaches, the victories, the making of men.  
I'll bet there's not one of you who wouldn't do it again.*

*Here's to you old timers for whom I have great respect.  
I'll listen with awe and wish I was 'board deck.*

*There must be some future "old timers" among these  
young men,  
But it'll never be for them like it was for you then.*

*Please when you set feet on dry land and plan to retire,  
Pass on those good truths, the need is quite dire.*

*I thank you for your sacrifice, hard work and the pain  
Through salty spray, ice, snow, gales and miserable rain.*

*For me there's no greater pleasure or prize  
Than to learn of the sea through an old timer's eyes.*

This poem is dedicated to all retired seafarers. Your sea stories are awesome. I never get tired of hearing of your shipboard antics, quite arduous times, personal victories and defeats. I've always said I was born too late. You have brought a world to me that cannot be found anywhere else. Being a landlubber all my life, I had no idea what I was missing until you opened and shared your treasure trove of priceless booty!! For this I thank you.

Paula Werfel works at SIU headquarters in the pension benefits department.

## Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to [kclements@seafarers.org](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM

(Please Print)

Name: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Address: \_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU  Pensioner  Other \_\_\_\_\_

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

6/06

## Know Your Rights

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

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

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

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

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

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

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

**PAYMENT OF MONIES.** No

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

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

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

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

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.**

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

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

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



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 10	August 4
	August 21	September 15
	October 2	October 27
	November 13	December 8
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 21	August 25
Lifeboatman/Water Survival	June 26	July 7
	August 7	August 18
	September 18	September 29
	October 30	November 10
Radar	August 7	August 18
Radar Renewal (one day)	August 28	

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning June 12, 2006.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	July 17	August 11
	September 11	October 6
	November 13	December 8
Fast Rescue Boat	June 5	June 9
	July 17	July 21
FOWT	July 17	September 8
	September 11	November 3

Junior Engineer	July 24	October 13
Machinist	June 5	June 23
Marine Electrician	October 23	December 15
Welding	July 17	August 4
	September 11	September 29
	October 9	October 27

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (one week) (*must have basic fire fighting)	June 5	June 9
	July 10	July 14
	August 7	August 11
	September 25	September 29
Basic Safety Training - AB	July 3	July 7
	August 14	August 18
	September 25	September 29
Basic Safety Training - FOWT	November 6	November 10
	July 24	July 28
	September 18	September 22
Government Vessels - FOWT	November 13	November 17
	June 26	June 30
	July 17	July 21
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	August 7	August 11
	September 11	September 15
	September 18	September 22
Tankerman (PIC) Barge* (*must have basic fire fighting)	September 18	September 22
	June 5	June 16
	July 31	August 11
Tankerman (PIC) Barge* (*must have basic fire fighting)	September 18	September 29
	November 27	December 8
	October 7	October 20

### Recertification

Bosun	October 9	November 6
Steward	July 10	August 7

### Academic Department Courses

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

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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

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

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

6/06



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 673** — Graduating from the water survival course are unlicensed apprentices from class 673. They include (in alphabetical order) Antoine Best, Gregory Brown, Ronald Byrd, Marion Cruzat, Mervin Cruzat, Lester Desheers, Thomas Jarrett, Nicholas Kempker, Detrell Lambey, Aaron Larson, Jesse Lewis, Robert Miskel, Orien Nelson, Derrick Norfleet, Jeffery Novak, Brendan O'Brien, Kevin Robinson, Michael Sanders Jr., Kyle McClellan, William Thomas and Penny Williams.



**AB** — Receiving certificates for completion of the AB class ending March 31 are (from left, kneeling) Christopher Bean, Patrick Guertin, Kemer Rojas, (second row) Adrian Cockerell, Robert Morrison, Christopher Doucet, William Devers, William Little, Jason Boyer, Keyon Kidd, Abigail Maki, Audania Bomar, John Yi, Bernabe Pelingon (instructor), (third row) Saleh Mothana, Graham Jones, Brian Saba, Timothy Eide Jr., Scott Jones and Greg Martineau. Not pictured is John Springer.



**Tanker Familiarization/Assistant Cargo (DL)** — Completing this course April 14 are (in no specific order) Karen Suzuki, Frank Zoumakpe, Victor Rios, Xavier Alfaro, Milton Hollis, Eufrazio Arzu, Keith Jasmine, Mark Wyn, Rudolph Miller, Mark Leman, Angel Carrillo, Carlos Valdes, Derrick Lott Sr., Roger Saxon, Robert Warren, Lamont Robinson, Melvin Smith, Francisco Palacios and Samuel McDaniel. (Note: not all are pictured.)



**Galley/Advanced Galley Operations** — Graduates of recent galley operations and advanced galley operations classes are (from left) Jay Ashun, Willie Frink, Kay Kalua, Irina Shubov, Tammy Brown, Ismael Garayua, Abdulsattar Nasser, Edvaldo Viana, Brittany Lewis, Jermeka Williams, Cheryl Lynch and Cresencio Gonzalez.



**ARPA** — Under the instruction of Mike Smith (second from right) are students who completed the ARPA course April 21. They are (from the left) Jeffrey Titco, Bill Hewett and Michael Sykes.



**Radar** — Graduates of the recent radar course are (from left) Arthur Price, Bill Hewett, Jeffrey Titco and Michael Sykes. Mike Smith (center) was their instructor.



**Lifeboatman/Water Survival** — April 14 was graduation day for the six students in the water survival course. They are (in alphabetical order) Allan Coloyan, Fred Forsythe, Rene Gil, Jaber Jaber, Patrick Thompson and Bruce White. Their instructor, Bernabe Pelingon, is seated third from left.

## Computer Lab Classes



Holding their certificates of achievement for courses recently completed in the computer lab at the Paul Hall Center are (from left) Jeff Leman, Alyxi Alexander, John Frey and Anthony Alibah. Their instructor, Rick Prucha, is in the center.

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



# Paul Hall Center Classes



**Small Arms** — Seafarers in the bosun recertification program completed the small arms training course April 21. They are (in no specific order) Richard Barnes, Daniel Teichman, Rufino Giray, Amante Gumiran, William Richards, Timothy Jackson, Mike Shappo, Robert Natividad, Paul Wade, Scott Palen, Ima Winfred and Reginald Watkins. Their instructor, Robbie Springer, is at far left.



**Small Arms** — Phase III unlicensed apprentices completed the small arms training course April 28. They are (in alphabetical order) Joseph Bianchi, Steven Blair, John Davis, MacGregor Davis, Jeremy Finley, Ernest Frank, Dallan Garnett, Maxine Howard, Jesse James, Raul Morales, Winston Rankin, Wilma-Joy Smith and Akia Wilcox. Their instructor, Robbie Springer, is at far left.



**Specially Trained OS** — Included in the April 27 graduating class are Phase III unlicensed apprentices (in no specific order) Francisco Palacios, Dominique Calvy, Jeremy Finley, Jesse James, Karel Cain, Steven Blair, Tim Kauble, MacGregor Davis, Raul Morales, Tyrell Blackburn and SIU upgraders Patrick Tucker, Mohamed Khodeiri, Atanacio Bernardez, Gary Hirsch and Alexander Rodriguez. Their instructor, Tony Sevilla, is at far right.



**Specially Trained OS** — Thirteen unlicensed apprentices from Phase III of their training completed this evening course April 27. They are (in no specific order) Casey O'Brien, Ryan Vandergriff, Reid Bland, Joseph Ward, Joseph Bianchi, Wilma-Joy Smith, Abner Torres, Maxine Howard, Sean Fox, Shawn Orr, Eddie Flood, Michael Sedita and John Davis. Their instructor, Tony Sevilla, is at far right.



**STCW** — NCL, April 7: Rachid Aboulwafa, Luis Ahumada, Robert Alway, Edward Anderson, Wanda Anderson, Laura Archer, Manuel Arsenio Jr., Charles Austin, Elizabeth Ayiku, Richard Bailey, Antonio Barleston, Michael Basak, Lissa Bates, Margaret Bauras, Rachid Beldi, Nicole Belmont, Amber Benjamin, Toufik Benjedi, Charles Bennett, Joseph Bentley and Jordan Beswick.



**STCW** — NCL, April 20: William Bloom, Johnnie Booth, Lucette Breitenkam, Matthew Brice, Fabian Brooks, Anthony Bruce, Riffany Burd, John Burns, Shasta Byrd, Dennis Calhoun Jr., Dimitri Chenin, Ulysses Church, Llewlyn Clarke, James Collins, Felipe Colon, Jay Cook, Nicole Cordero, Maristella Cordova, Michael Crowley, Nancy Cummings and Joseph Czelusniak II.



**STCW** — NCL, April 20: Aurelien d'Anglejan, Chanel Daniels, Terronce DeBarros Freeman, Pedro Diaz, Alycia Distefano, Teag Drabik, Novelette DuCasse, Timmy Ducut, April Durbin, Rebekah Dykhorst, Rachid Fahmi, Paula Fanjoy, Nicholas Fernandez, Jose Figueroa Seary, Cory File, Victor Garza, Brenda Giles, Robert Glynn, Reynante Gonzales, Derijah Goss, Yukari Hadde, Kathy Hancock and Troy Hankerson.



**STCW** — NCL, April 7: Jared Hauck, Donald Hawk, Rebecca Henckel, Joseph Henry, Diane Higginbottom, Matthew Hollis, Belinda Hoyt, Roy Jackson Jr., Mary Juszczak, Leonardo Kalesaran, Daishawn Keith, Garth Kennedy, David Kim, Christopher Klein, James Kubalanza, Donald Langwell, John Laquidara, Jessica Leati, Steven Lienhart and Tasha Lindsay.





# Seafarers Honored on National Maritime Day

Seafarers, union officials and a large troop of unlicensed apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. on May 22 joined scores of dignitaries who witnessed and participated in four National Maritime Day ceremonies in Washington, D.C.

The events included a Maritime Day observance and medal ceremony, a Mass commemorating National Maritime Day, a Propeller Club luncheon and a wreath-laying ceremony. A forum on mariners' welfare also took place that day. The respective events took place at the U.S. Department of Transportation, St. Dominic Catholic Church, and the Washington Navy Yard. They were sponsored by the Department of Transportation's U.S. Maritime Administration, the Apostleship of the Sea and the Apostleship of the Sea of the United States of America, the Propeller Club (Port of Washington, D.C.) and the Kings Point Club of Washington D.C., the U.S. Military Sealift Command and the North American Maritime Ministry Association.

## National Maritime Day Observance

U.S. Secretary of Transportation Norman Y. Mineta, a battle-tested champion of the U.S. Merchant Marine, was the principal speaker during the National Maritime Day Observance.

Following his keynote address, the transportation secretary presented U.S. Merchant Marine Medals to 28 mariners and to representatives of ship management companies for their respective efforts and contributions made during the aftermath of last year's hurricanes in the Gulf. Nine of the medal recipients were SIU members.

"I extend a special welcome to veterans of the merchant marine who served in World War II, the Korean Conflict, Vietnam, and in Operation Enduring Freedom and Operation Iraqi Freedom," said Secretary Mineta upon taking the podium. "The nation is grateful for your service."

Focusing on the purpose of the day's gathering, Secretary Mineta noted, "Like the military veterans who we will honor on Memorial Day, the National Maritime Day recounts the history of the seafarers of our seas and their contributions to our great country. Today, we honor the achievements and sacrifices of those seafarers in times of war and in time of peace."

"From our nation's founding to the present day," he continued, "the legacy of our nation's merchant



Left: U.S. Secretary of Labor Elaine Chao tells a Washington, D.C. Maritime Day audience that the nation continues to rely on a strong U.S. Merchant Marine.



Right: U.S. Secretary of Transportation Norman Mineta (right) presents the Merchant Marine Medal for Outstanding Achievement to SIU Chief Cook Jack Curry for the mariner's efforts in recent hurricane relief missions.

mariners is woven through the fabric of American history, creating a vibrant tapestry that tells the tale of exceptional character and uncommon valor."

Recounting history, Secretary Mineta said when America's 13 colonies declared their independence from Great Britain over 200 years ago, they had only 31 ships comprising the Continental Navy.

"So the colonists commissioned privately owned merchant marine ships to be outfitted as war ships to add to the fleet," he said. "These ships and their crews successfully interrupted the British supply chain supporting the defeat of the redcoats and contributing to the birth of our great nation."

Moving to the 20<sup>th</sup> century, Secretary Mineta told those in attendance of the merchant mariners' consistent tradition of service to country. "When our country was again in need, during World War II," he pointed out, "the merchant marine provided critical logistical assistance and carried out the greatest sealift in history. Whether in the seas of the Pacific, or the waters of the Atlantic, the support and sacrifice of these seafarers were vital to the victory of the allied forces."

"This legacy of remarkable service lives on today with the outstanding efforts of the maritime industry in the global war on terror," the transportation secretary continued. "More than 5,000 merchant mariners voluntarily put themselves in harm's way to transport much-needed equipment and supplies to our troops serving in Operation Enduring Freedom and Operation Iraqi Freedom."

Secretary Mineta noted that the same brand of noble service which merchant mariners exhibited overseas during armed conflict also flourishes in the domestic arena.

"Here at home, the merchant mariner has proven himself invaluable as well," he said. "Immediately following the horrific terrorist attacks of September 11, American Merchant

Mariners were among the first to answer the call for assistance by transporting emergency personnel and needed supplies to ground zero. That day, more than a half-million people were safely evacuated from lower Manhattan ... [by] ferry boats, tour boats and government vessels. And in the days that followed, merchant mariners stayed the course, providing rescue and recovery support and ferrying responders into and out of lower Manhattan.

"More recently, following Hurricane Katrina, merchant mariners provided critical rescue relief and recovery support as part of the hurricane response team," he noted. Secretary Mineta said that immediately follow-

ing Katrina, "I took the unprecedented step of activating the Ready Reserve Fleet for service to help more supplies and personnel into the Gulf Coast Region and move people out of harm's way. The Ready Reserve ships brought in emergency cargo, generated electricity, helped to restore port activity and provided shelter and meals to relief workers. Their (merchant mariners') hard work was nothing short of extraordinary. Teamwork was vital to these efforts, so today we would like honor this spirit of cooperation by awarding the Merchant Marine Medal for outstanding achievement to 28 seafarers for their leadership following Hurricanes Katrina and Rita."

Other speakers at the Maritime Administration ceremony included Acting Deputy Maritime Administrator and Chief Counsel Julie Nelson; U.S. Coast Guard Capt. Tom Atkin, assistant to the Coast Guard chief of staff; and Federal Emergency Management Agency Acting Director of Response Division Michael W. Lowder.

## Maritime Day Mass

After the morning observance and medal presentation, many of the event's attendees, including SIU officials and the contingent of trainees from the Paul Hall Center, departed Department of Transportation grounds and made their way across the street to the St. Dominic Catholic Church. In that venue, Cardinal Theodore McCarrick, Archbishop, Archdiocese of Washington, D.C., conducted a special Mass observing National Maritime Day. Among the ministers assisting in the Mass was Rev. **Sinclair Oubre**, president, Apostleship of the Sea of the United States of America (and an active SIU member).

## Maritime Day Luncheon

U.S. Secretary of Labor Elaine L. Chao, during her keynote address at the annual National Maritime Day

*Continued on page 10*

Rear Admiral Robert Reilly Jr., commander of MSC, welcomes Unlicensed Apprentice James Burton and other trainees to the agency's Maritime Day ceremony.



Nine Seafarers were honored by the U.S. Department of Transportation's Maritime Administration at a May 22 ceremony in Washington, D.C. Those SIU members are pictured after the event with SIU Executive VP Augie Tellez (third from right) and SIU VP Contracts George Tricker (second from left).

## NATIONAL MARITIME DAY 2006

### A Proclamation by the President of the United States of America

*The United States Merchant Marine plays an important role in ensuring our national security and strengthening our economy. As we celebrate National Maritime Day and the 70th anniversary of the Merchant Marine Act, we pay tribute to merchant mariners and their faithful service to our Nation.*

*Since 1775, merchant mariners have bravely served our country, and in 1936, the Merchant Marine Act officially established their role in our military as a wartime naval auxiliary. During World War II, merchant mariners were critical to the delivery of troops and supplies overseas, and they helped keep vital ocean supply lines operating. President Franklin D. Roosevelt praised these brave merchant mariners for persevering "despite the perils of the submarine, the dive bomber, and the surface raider." Today's merchant mariners follow those who courageously served before them as they continue to provide crucial support for our Nation's service men and women. America is grateful for their commitment to excellence and devotion to duty.*

*In addition to helping defend our country, merchant mariners facilitate commerce by importing and exporting goods throughout the world. They work with our Nation's transportation industry to share their valuable skills and experience in ship maintenance, navigation, and cargo transportation. This past year, the good work and compassion of merchant mariners also played an important role in hurricane relief efforts. Ships brought urgently needed supplies to the devastated areas, provided assistance for oil spill cleanup, generated electricity, and provided meals and lodging for recovery workers and evacuees.*

*In recognition of the importance of the U.S. Merchant Marine, the Congress, by joint resolution approved on May 20, 1933, as amended, has designated May 22 of each year as "National Maritime Day," and has authorized and requested that the President issue an annual proclamation calling for its appropriate observance.*

*NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States of America, do hereby proclaim May 22, 2006, as National Maritime Day. I call upon all the people of the United States to mark this observance by honoring the service of merchant mariners and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.*

*IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord two thousand six, and of the Independence of the United States of America the two hundred and thirtieth.*

GEORGE W. BUSH