

SIU GAINS 13 SHIPS

New MSP Fleet Expands to 60 Vessels — Page 3



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The **Seafarers Log**

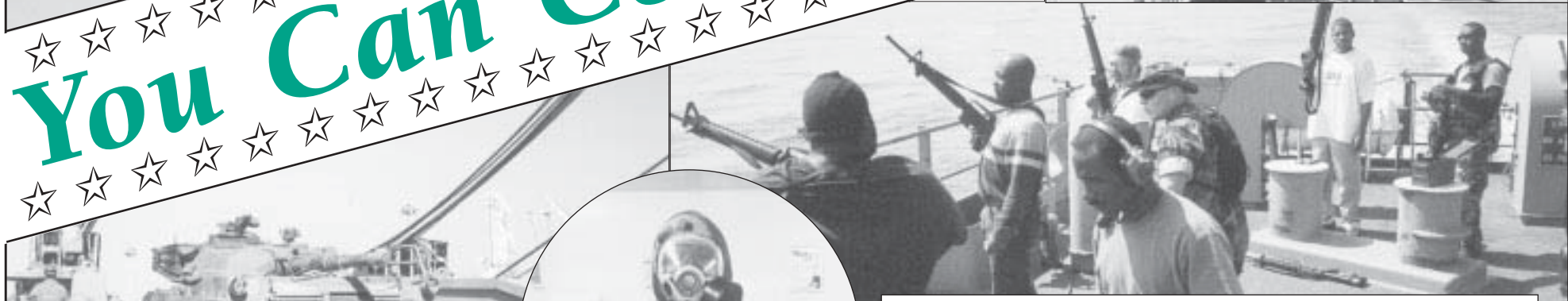
Volume 67, Number 2 February 2005

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

Message to U.S. Troops:

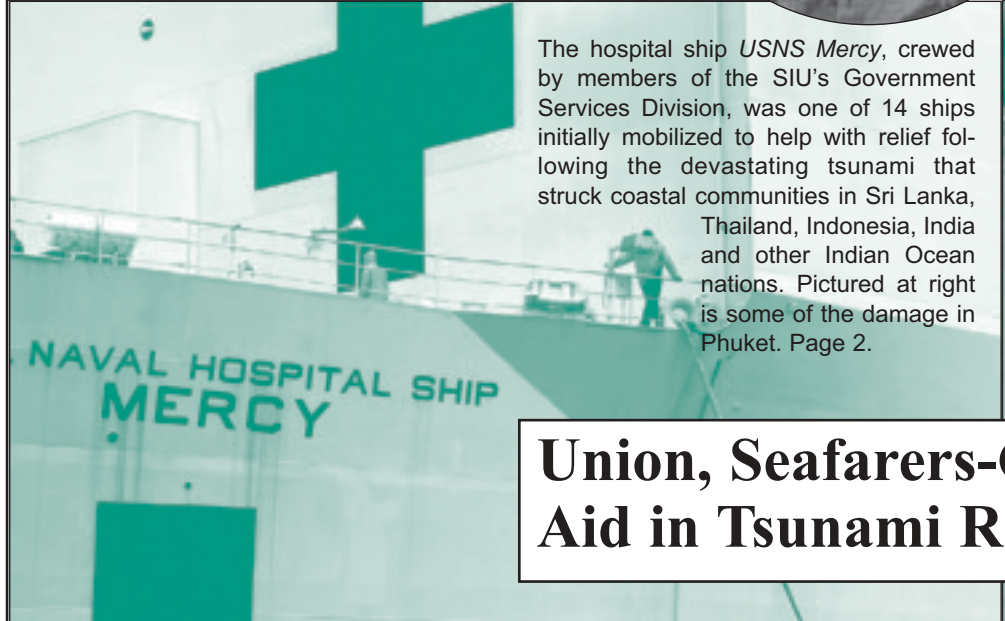


You Can Count on the SIU!



Seafarers Still Deliver in Operation Iraqi Freedom

Seafarers continue to back U.S. troops in Operation Iraqi Freedom by delivering vital materiel at key locations in the Middle East. Dozens of SIU-crewed ships are engaged in OIF3, the latest sealift component of the war. Pictured here are Seafarers and troops aboard the *Cape Island* in Kuwait. They are (clockwise, from upper left) AB Alfred Martin; AB Mickey Earhart and a U.S. Navy master at arms; crew members and officers including GVA Shaun Castain, 3rd Mate Bobby Boone, AB Andy Martinez, Bosun Stephen Castle, Chief Cook Tracy Stewart and a Navy instructor participating in small arms practice; and GVA Abdo "Otto" Saleh, suiting up for hazmat training. Pages 6-8.



The hospital ship *USNS Mercy*, crewed by members of the SIU's Government Services Division, was one of 14 ships initially mobilized to help with relief following the devastating tsunami that struck coastal communities in Sri Lanka, Thailand, Indonesia, India and other Indian Ocean nations. Pictured at right is some of the damage in Phuket. Page 2.



Union, Seafarers-Crewed Ships Aid in Tsunami Relief Efforts

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President's Report

More Job Growth

Last month's news from the Maritime Administration announcing the operating contract awards for the new U.S. Maritime Security Program was a great moment for our union.



Michael Sacco

The extended, expanded MSP helps ensure job security for Seafarers for many years to come. Not only that, it increases the number of shipboard job opportunities available to SIU members.

In the bigger picture, the new MSP is good for America. As anyone who truly understands the U.S. Merchant Marine will tell you, we are the nation's fourth arm of defense. The United States is best served by a strong U.S.-flag commercial fleet and by the dedicated, well-trained U.S. crews who man those vessels. The 10-year MSP that takes effect this fall is a vital step toward maintaining a capable American-flag fleet and a pool of reliable, well-trained U.S. mariners.

As I said when the new MSP was signed into law a little over a year ago, there is plenty of credit to go around. In fact there are too many people and organizations to name here, but certainly I thank President Bush and his administration for not only recognizing the U.S. Merchant Marine's importance, but also following through and delivering a 60-ship fleet under the new MSP.

And I also thank you, the rank-and-file Seafarer. The support you've given me and the other SIU officials is gratifying and, more importantly, makes it easier to promote and protect the interests of all Seafarers. Along those same lines, your support of SPAD and the outstanding work you perform every day aboard ship are important parts of our recipe for success.

The new, 60-ship MSP fleet is something we can all be proud of.

Disaster and Aid

Less than three weeks before the high of the MSP announcement, Seafarers joined with other people all over the world in sadly sharing the horror of the tsunami that devastated Asian and African countries right after Christmas, killing hundreds of thousands.

I don't know if any of us can fully comprehend a loss that great. In many ways it's impossible to understand.

And yet I also believe that the disaster's aftermath once again has brought out the best in so many people, showing the good side of human nature and what we're capable of when we pull together. Certainly U.S. unions and union members have stepped up to donate record amounts of money to help the victims.

The SIU made a \$10,000 donation, and SIU-crewed ships are aiding in relief efforts, as reported elsewhere on this page.

As of mid-January, I was aware of at least one Seafarer who unfortunately lost all of his possessions to the tsunami but who thankfully was safely at sea at that time. We will pass along news of how the disaster has impacted other members as it becomes available.

Meanwhile, if you have the means to donate to one of the many relief funds, I hope you will consider doing so. See the "How You Can Help" article on this page for more information.

My heartfelt prayers go out to all the victims and their families.

Crisis Continues

From time to time in this space, I have written about the ongoing health care crisis in America. If it seems like I won't get off the subject, there's a good reason: This crisis is a major threat to working families nationwide.

And it's getting worse by the day.

Right now about 45 million Americans have no health coverage at all. Those who have insurance in many cases are paying more and more to maintain their coverage. In other instances, people with insurance are paying more for reduced benefits. It is happening all over the country.

This remains a giant problem, but the SIU is committed to helping solve it. We will continue working through the AFL-CIO to enact a fair, workable health care solution for all concerned.

In addition to our efforts with the labor federation, health plans administrators from the U.S. maritime unions have met a half-dozen times over the past year and a half, sharing information and trying to find ways to contain costs while still providing good coverage. Those meetings are a step in the right direction as we continue what in many ways is literally a fight for our lives.

Volume 67, Number 2

February 2005

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

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Union Donates for Tsunami Relief

SIU-Crewed Ships Mobilize for Humanitarian Mission

The SIU is actively supporting humanitarian relief efforts for survivors of the Dec. 26 earthquake and resulting tsunami that devastated coastal communities in Sri Lanka, Thailand, India, Indonesia and other Indian Ocean nations.

The union last month donated \$10,000 to the International Red Cross for use in the devastated region. In addition, more than 100 SIU members—including some from the SIU's Government Services Division—crewed 13 Military Sealift Command vessels and one ship owned by the U.S. Maritime Administration (Mar-Ad). Collectively, these platforms have been directly involved in ferrying emergency personnel and a myriad of supplies to the distressed region.

Six of the 12 vessels that initially were involved in the relief missions—

1st Lt. Jack Lummus, Maj. Stephen W. Pless, Cpl. Louis J. Hauge Jr., Pfc. James Anderson Jr., 1st Lt. Alex Bonnyman and USNS 1st Lt. Harry L. Martin—are Maritime Prepositioning Ships. Part of MSC's Maritime Prepositioning Ships Squadron Three, these vessels collectively were laden with enough equipment and supplies to support 15,000 Marines for 30 days. The ships carried food, fuel, medical supplies, construction and road building equipment, electrical power generating equipment, airfield matting and a Navy field hospital.

The squadron also has 43 Reverse Osmosis Water Purification Units, each of which is capable of producing 600 gallons of potable water per hour from sea water. Additionally, five of the ships are capable of making 25,000 gallons of fresh water each day using the ships' evaporators. The ships can pump water from ship to shore from up to two miles away using an Amphibious Bulk Liquid Transfer System of floating hoses.

Two MSC fleet replenishment oilers—the *USNS Tippecanoe* and *USNS John Ericsson*—were diverted to provide fuel to U.S. Navy ships in the tsunami relief area. Two other supply ships—the combat stores ship *USNS San Jose* and the fast combat support ship *USNS Rainier*—were sent to the area to provide fuel and other supplies to Navy ships in the theater and to activities ashore as needed.

Two MSC oceanographic ships also were ordered into the affected area to conduct hydro-



This photo, taken by Seafarer Bob Stenehjelm, shows some of the devastation in Phuket, Thailand.

How You Can Help

Although the tsunami took place more than a month ago, there remains much to be done to restore the lives of the disaster's survivors back to normal. In addition to the International Red Cross (<http://www.icrc.org/eng>, mailing address International Committee of the Red Cross, 19 avenue de la Paix, CH 1202 Geneva), those wishing to make donations have many other options open to them.

The AFL-CIO American Center for International Labor Solidarity (Solidarity Center) has established a Tsunami Relief Fund to which unions and individuals may donate. The center (www.solidaritycenter.org/) is a nonprofit organization that assists workers around the world who are struggling to build democratic and independent trade unions. Those interested in contributing to the relief fund should make out a check marked Tsunami Relief, payable to Solidarity Center Education Fund, and send it to: Tsunami Relief Fund, Solidarity Center, 1925 K Street, N.W., Suite 300, Washington, DC, 20006-1105.

Another organization that is accepting donations is the U.S. Agency for International Development (USAID). The USAID is the U.S. government agency responsible for economic and humanitarian assistance around the world. Members of the agency work with a host of organizations to provide assistance to the victims of the earthquake and tsunami.

Those desiring to make donations should visit the center's website at: www.usaid.gov/locations/asia_near_east/tsunami/ngolist.html. A list of charities that are providing assistance to people affected by the earthquake and tsunamis can be found at this site. Donations can be made to either of them via mail, phone, or through their web sites.

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Vacationing Seafarer Lends Hand In Phuket

Editor's note: Seafarer Bob Stenehjelm, who sails from the port of Tacoma, Wash., was on vacation in Thailand when the tsunami struck there. He sent an e-mail to friends describing his experience that was excerpted in a Seattle newspaper and also is reprinted here, with his permission.

I had a very rewarding but very sad day. At the Patong hospital last night they said there were a lot of injured foreigners so I started to go there on my motorbike. But I passed the Phuket International Hospital and decided to pull in there to see if they needed any help.

The lobby was chaos. I went up to a long table full of phones and people and asked what they needed. The people at the table looked overwhelmed. The lady asked what languages I spoke, and I told her a little Spanish, fairly good American Sign

Language and English. She said sit here and answer phones.

I had a list of 575 people who were injured, listed by country. I also had a list of hundreds missing, and there is a whole wall full of photos of entire families, people from all over the world who are missing and most likely dead. The list of the dead was at another table.

So I answered the phone and looked up names of the people the callers were looking for. None of the people they were looking for were there, and I gave them numbers of other hospitals.

I met four or five other volunteers at my table: a man from Germany, a Swiss woman, an English woman, a Swedish man.

A man from the Kuwait consulate office in Bangkok and another from Bahrain's were looking for anybody from their countries. They didn't know where all the hospitals were, so I told them I was going to the Patong Hospital later and I would check the list of patients and their huge list of dead for any of their countryman.

It turned out that there weren't any at Patong, but there were about 65 unknown dead. The list of the dead included 160 names with countries listed. Two Americans, five Canadians, most



Seafarer Bob Stenehjelm pitched in after the tsunami, helping numerous victims in Phuket.

from Europe and many Thais.

After two hours at the Phuket International Hospital I was bored, as not many people were calling. Then I noticed a woman in her mid-30s who had been sitting with three kids in their teens. One daughter was in a wheelchair with a very bloody bandage on a large leg wound. The mother was pacing around, and I could tell she was freaking out.

Then she came up to the table and sort of lost it. Screaming, she said she needed someone to change the bandages on her daughter's leg. A hospital woman said the mother still had to deal with her consul. Then the mother

Continued on page 10

SIU Gains 13 Vessels

New Maritime Security Program Features 60 Ships

The U.S. Maritime Administration last month announced the names of the vessels and operators for the new Maritime Security Program (MSP)—and the notice couldn't have been better for the SIU.

The union gains 13 additional ships under the new MSP, which runs from 2005-2016. Overall, the updated MSP fleet includes 60 vessels—an increase of 13 ships compared to the MSP which expires this fall. Each of the 13 additions to the MSP fleet is operated by an SIU-contracted company.

The 47 Seafarers-crewed vessels already enrolled in the MSP have been renewed for the expanded, extended program.

"This is a tremendous gain for the membership," said SIU President Michael Sacco. "Bringing 13 additional ships into our contracted fleet is fantastic news. It means new jobs and job security for Seafarers."

SIU Vice President Contracts Augie

Tellez said the new MSP as a whole "is a win-win situation. It improves our national defense capabilities and it obviously boosts the employment opportunities of Seafarers for at least the next 10 years."

The 13 new MSP slots are assigned to OSG Shipholding Group (three ships), Central Gulf (one), Fidelio (ARC) (four), Liberty Global Logistics (one), Lykes Lines (two), and Patriot (two).

Overall, the awards are as follows, with the company name followed by the vessels: APL Marine Services, Ltd.—*APL Korea, APL Philippines, APL Singapore, APL Thailand, President Adams, President Jackson, APL China, President Polk and President Truman.*

Central Gulf Lines, Inc.—*Green Cove, Green Point, Green Lake and Hercules Leader.*

American Auto Carriers, Inc.—*Liberty.*
Fidelio Limited Partnership—*Patriot, Freedom, Takasago, Resolve, Otello and*

Aida.

Farrell Lines Inc.—*Chesapeake Bay, Delaware Bay, Endeavor, Endurance and Enterprise.*

Liberty Global Logistics, LLC—*Splendid Ace.*

Lykes Lines Limited, LLC—*Lykes Navigator, Lykes Discoverer, Lykes Liberator, Lykes Motivator and Tmm Yucatan.*

Maersk Line, Limited—*Maersk Missouri, Maersk Virginia, Maersk Georgia, Maersk Carolina, Sealand Achiever, Sealand Florida, Sealand Pride, Sealand Motivator, Sealand Commitment, Sealand Atlantic, Sealand Charger, Maersk Alabama, Sealand Lightning, Sealand Meteor, Maersk Arkansas, Sealand Intrepid, Sealand Comet, Sealand Performance and Sealand Quality.*

OSG Shipholding Group, Inc.—*Overseas Joyce, Maersk Rapier, Maersk Regent and Maersk Richmond.*

Patriot Shipping, LLC—*Industrial Challenger and Industrial Chief.*

Waterman Steamship Corporation—*P&O Nedlloyd Vera Cruz, Atlantic Forest, Green Dale and P&O Nedlloyd Buenos Aires.*

The current MSP expires Sept. 30, 2005, with the new one beginning immediately thereafter.

In announcing the awards, the Maritime Administration noted, "The MSP serves to maintain an active, privately owned, U.S.-flag and U.S.-crewed liner fleet in international trade. This fleet also is available to support the Department of Defense sustainment in a contingency."

The program was established through the Maritime Security Act of 1996. It helps retain "a labor base of skilled American mariners who are available to crew the U.S. Government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war," the agency pointed out.

Seafarers Approve Constitutional Amendments

Committee Announces Election Results; Michael Sacco Is Reelected President

The SIU's tallying committee recently released its tabulation of the ballots cast by union members in the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District/NMU as well as two constitutional amendments. Voting took place Nov. 1 to Dec. 31, 2004.

Composed of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls), the rank-and-file committee certified the reelection of Michael Sacco as president of the SIU; reelection of John Fay as the union's executive vice president; and reelection of David Heindel as secretary-treasurer. Each of those candidates was unopposed.

The tallying committee's report will be submitted for approval by the membership at union meetings next month (March).

The committee reported that each of the two proposed constitutional amendments was approved by overwhelming majorities. The amendments concerned eligibility requirements for running for union office, and the election of the credentials committee.

Similarly, neither of the two contested races for office was close. The committee reported the election of the following officers,

who will serve four-year terms (2005-2008):

- Michael Sacco, president;
- John Fay, executive vice president;
- David Heindel, secretary-treasurer;
- Augie Tellez, contracts and contract enforcement vice president;
- Joseph Soresi, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice president;
- Nick Marrone, West Coast vice president;
- Thomas Orzechowski, Southern Region, Great Lakes and inland waters vice president;
- Kermet Mangram, Government Services and fishing industries vice president;
- George Tricker, assistant vice president in charge of contracts and contract enforcement;
- Nick Celona, assistant vice president in charge of the Atlantic Coast;
- Ambrose Cucinotta, assistant vice president in charge of the Gulf Coast;
- Don Anderson, assistant vice president in charge of the West Coast;



Members of the tallying committee are pictured immediately after finishing their work last month at union headquarters, along with SIU Secretary-Treasurer David Heindel (far right) and SIU Assistant VP Ambrose Cucinotta (standing second from left). Pictured (from left to right) are (front row) James Greenwood, Ernie Hoitt, Louella Sproul, David Merida, James Bening, (standing) John Cain, Cucinotta, Ed Tully, John Wozunk, Charlie Welsh, Don Graves, Eddie Hall, Marshall Turner, Eric Hurt, Roger Reinke, Terry Mouton, Paul Weil, Terry Smith, Michael Gallagher, Dawn Williams, Pat Farley and Heindel.

- James McGee, assistant vice president in charge of the Southern Region, Great Lakes and inland waters;
- Chester Wheeler, assistant vice president in charge of Government Services and fishing industries;
- Edward "Edd" Morris, Piney Point port agent;
- Robert Selzer, New York port agent;
- Joseph Mieluchowski, Philadelphia port agent;
- Georg Kenny, Baltimore port agent;
- Ed Kelly, Mobile port agent;
- Steve Judd, New Orleans port agent;
- Tony McQuay, Houston port agent;
- Vince Coss, San Francisco port agent;
- Becky Sleeper, St. Louis port agent;
- Don Thornton, Algonac port agent.

The committee met during the week of Jan. 3 at the union's headquarters in Camp Springs, Md. to receive the ballots from the bank where they were kept, count the votes in the contested races and for the amendments, and deter-

mine the status of void or challenged ballots. (In accordance with Article XIII of the union's constitution, unopposed candidates were considered elected to their respective positions once nominations closed and the membership approved the report of the credentials committee, which took place last fall.)

In concluding the report, the committee wrote, "All of the members of the Committee wish to express their deep appreciation for the cooperation and assistance given to us by the Union's legal department and its technical and clerical staff. Finally, the members of the Union Tallying Committee wish to congratulate the elected officers and jobholders. We extend our best wishes for the next four years. We hope that you will carry on the tradition of our Union and advance the strength of the maritime industry."

The committee elected as chairman Recertified Bosun **John**

Cain, from the port of Houston. Cain said he was genuinely impressed with the committee's diligence. "Everyone worked very hard throughout the week and no one complained, despite some long hours," he stated.

Also serving on the committee were **Paul Weil** and **Donald Graves** from Piney Point, **James Greenwood** and **James Bening** from Algonac, **Ed Tully** and **Dawn Williams** from Baltimore, Cain and **Eddie Hall** from Houston, and **Terry Smith** and **Marshall Turner** from Mobile.

Rounding out the committee were **Ernest Hoitt** and **David Merida** from New Orleans, **Charles Welsh** and **Terry Mouton** from New York, **John Wozunk** and **Pat Farley** from Philadelphia, **Louella Sproul** and **Roger Reinke** from San Francisco, and **Eric Hurt** and **Michael Gallagher** from St. Louis.



Members of the tallying committee met last month at SIU headquarters in Camp Springs, Md. to tabulate ballots cast by union members.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, Feb. 21, 2005 for the observance of Presidents Day (unless an emergency arises). Normal business hours will resume the following workday.

Paul Hall Center's Eglinton Named to National Maritime Security Committee

The U.S. Department of Homeland Security last month announced the appointment of individuals to serve on the National Maritime Security Advisory Committee. Bill Eglinton, director of training at the SIU-affiliated Paul Hall Center for Maritime Training and Education, was among those named to the group.

"On behalf of Secretary Ridge, I am delighted to welcome these advisors to our team," said Admiral Thomas H. Collins, commandant of the Coast Guard. "We look forward to working with the committee to continue strengthening our efforts to protect our ports and waterways while keeping them open for commerce."

The advisory committee has

been established to provide advice to the Department of Homeland Security via the U.S. Coast Guard on matters such as national maritime security strategy and policy, actions required to meet current and future security threats, international cooperation on security issues, and security concerns of the maritime transportation industry as mandated by the Maritime Transportation Security Act of 2002.

Members of the committee are: Eglinton, who has extensive experience in domestic and international forums pertaining to the training and certification of mariners; Christopher Louis Koch, president & CEO, World Shipping Council; Joseph H. Langjahr, vice president and general counsel, Foss Maritime

Company; Thomas E. Thompson, executive vice president, International Council of Cruise Lines; and John C. Dragone, vice president, operating division, Maritrans Operating Company, L.P.

Also named to the committee were Mary Frances Culnane, manager, San Francisco Bay Area Water Transit Authority; Basil Maher, president and chief operating officer, Maher Terminals; Charles Raymond, chairman, president, and CEO, Horizon Lines; Alice K. Johnson, senior supervisor, PPG Industries, Inc.; Timothy J. Scott, global director, emergency services and security, The Dow Chemical Company; Mark Witten, senior regulatory advisor, Gulf of Mexico Deepwater Business Unit, Chev-

ronTexaco; and Robert R. Merhige, III, deputy executive director, Virginia Port Authority.

Rounding out the group are Jeffery Wayne Monroe, director of ports and transportation, Portland, Maine; Lisa Humber, vice president, Maritime Exchange for the Delaware River and Bay; Wade M. Battles, managing director, Port of Houston Authority; John Hyde, security and compliance director, Maersk Sealand Inc.; James Stolpinski, president, Local 920, International Longshoremen's Association; David Halstead, chief, Florida Domestic Security Preparedness, Florida Department of Law Enforcement; Theodore Louis Mar, chief, marine safety branch, California Department of Fish and Game;



Bill Eglinton, director of training, Paul Hall Center

and Victor Zaloom, professor and chair of industrial engineering and director, engineering graduate programs and Center for Ports and Waterways, Lamar University.

Navy League President Praises Ready Reserve Force McNeill Sees Potential for Fleet's Expanded Role as 'National Asset'

Sheila M. McNeill, national president of the Navy League of the United States, offered strong support for the Ready Reserve Force (RRF) in a recent editorial.

Writing in the Navy League's monthly magazine, SEAPOWER, McNeill described the RRF as "a major element of our successes in recent conflicts." She also suggested that the RRF "could have a broader role as a multipurpose national asset able to serve additional agencies with a variety of missions."

Created in 1976, the RRF is a key element of U.S. strategic sealift, according to the U.S. Maritime Administration. The 59-vessel fleet "is specifically structured to transport Army and Marine Corps unit equipment and initial resupply for forces deploying anywhere in the world during the critical period before adequate numbers of commercially available ships can be marshaled," the agency noted.

In her column, McNeill said the RRF "is the nation's premier sealift readiness program.... The successful operation of the RRF is a joint effort by government agencies and industry. The program is managed by the Maritime Administration to fulfill the requirements of the U.S. Transportation Command. The ships are operated by commercial companies and crewed by civilian merchant mariners. When activated, they fall under the operational control of the Military Sealift Command (MSC).



Sheila M. McNeill is national president of the Navy League of the United States.

"That complex structure is no barrier to success for the RRF ships, which met or exceeded most operational goals during Iraqi Freedom," McNeill continued. "The RRF in 2004 has met its goal of 100 percent on-time activation, for example, and exceeded the goal that 95 percent of ships be fully capable while working for the MSC. The RRF's achievement: 99 percent."

She pointed out that the program is funded by the Navy and therefore faces "tremendous competition for Navy funds. That makes a multi-agency assessment all the more vital. The RRF was created long before 9/11 as a Defense Department resource. It comprises highly capable ships

worth billions of dollars. They could be used in a variety of innovative ways to improve the security of the United States during a terrorist alert, an actual attack or in the event of a natural disaster. For example, the Department of Homeland Security might utilize some as medical platforms for triage or emergency care should there be another attack or disaster on the scale of 9/11."

As an example, McNeill pointed out that the RRF includes 10 crane ships "with unique capabilities." They could be used to augment Homeland Security efforts "to search suspect ships at sea or in a remote anchorage having no shoreside facilities. A crane ship and companion barge carrier could come alongside, offload some containers and move others, facilitating a rapid and effective search of the huge container ships that ply the world's oceans."

She concluded, "The feasibility of this approach should be carefully assessed by the Maritime Administration and the departments of Defense and Homeland Security before the RRF is diminished further and its valuable assets are lost to the nation."

The Navy League is the self-

described "only civilian organization dedicated to supporting the sea services - the U.S. Navy, U.S. Marine Corps, U.S. Coast Guard and U.S.-Flag Merchant Marine."

McNeill is the first woman to serve as president of the organization, which was founded in 1902. She was elected in 2003 and has been a member since 1966.

Her official bio notes that she has served "at every leadership level including president of the

Camden-Kings Bay Council, Georgia state president and region president for the South Atlantic Coast Region. Most recently, McNeill served as a national vice president responsible for the organization's legislative affairs activities. While serving in that position, she aggressively sought support on Capitol Hill and made educating congressional members about the sea services her top priority."



RRF vessels including the SIU-crewed *Cape Texas* (foreground) and *Cape Taylor* are good for America's national and economic security.

MEBA, MM&P Announce Election Results

The Marine Engineers' Beneficial Association (MEBA) and the International Organization of Masters, Mates & Pilots (MM&P) separately announced late last year the results of elections of officers for their respective unions.

MM&P reported that its members "elected incumbent Inter-

national President Tim Brown to a fifth term of office. The election, conducted by a 90-day mail ballot, concluded on Monday, Dec. 13 with the ballots counted that same day. All other incumbent MM&P officials were returned to serve another term of office."

MEBA announced that its members' re-election of President Ron Davis is "the first re-election of a MEBA president in two decades.... All 14 candidates on Davis' MEBATEAM II ticket also swept to victory following a 90-day referendum."

Seamen's House 2004 Awards



SIU VP Contracts Augie Tellez (center) presented the Prospect Park YMCA Seamen's House 2004 Person of the Year award to Edward R. Morgan (right), president and CEO of E-Ships. Joining them at the Dec. 8 event in New York City is SIU VP Atlantic Coast Joseph Soresi. E-Ships participates in the U.S. Maritime Security Program. The Seamen's House is a charity that benefits mariners and retirees.

National Directive Addresses Port Security

The administration last month released the long-awaited National Security Presidential Directive which addresses port security.

According to the Congressional Information Bureau, the new plan provides a strategy designed to coordinate federal, state and local governmental efforts with those of the private sector ports aimed at securing container cargoes, while maintaining surveillance over U.S. territorial waters.

The nine-page directive (titled Maritime Port Policy) mandates that the Department of Homeland Security develop—in coordination with key maritime industry stakeholders—“minimum” federal standards for maritime recovery operations, as well as “comprehensive” recovery standards for national infrastructure and a plan to complement those national preparedness goals and standards already set forth in a previous national security directive.

According to sources within the Departments of Defense, State, Treasury, Interior, Commerce and Transportation, each also will have roles in the recovery standards initiative. The need for a policy regarding maritime recovery has been emphasized by industry leaders, who have said recently that they were still in the dark about who would be in charge at the ports in the event of a terrorist attack.

Meanwhile, the House of Representatives on Jan. 4 approved the creation of a permanent standing Committee on Homeland Security.

The move, described by some Washington insiders as the most sweeping reorganization of Congressional jurisdiction since 1947, follows the 9/11 Commission’s recommendation that both the House and the Senate should create “a single, principal point of oversight and review for homeland security” across the federal government. While falling short of that sweeping recommendation—which would include all aspects of immigration, Coast Guard, FBI and intelligence—the change to the House Rules established a committee with primary jurisdiction over government-wide counterterrorism policy, and primary jurisdiction over the counterterrorism mission of the Department of Homeland Security.

The new committee will have by far the most significant responsibility for homeland security policy of any committee in the House or Senate. House rules surrendering primary jurisdiction over homeland security to the new Homeland Security Committee on Jan. 4 were adopted by the House of Representatives.

Rep. Christopher Cox (R-Calif.), who served as chairman of the Select Committee on

Homeland Security for the past two years, and as a member of the House Leadership for the past decade, is expected to chair the new committee.

Elsewhere, Kurt Nagle on Jan. 3, while responding to recent news coverage about major management challenges facing the DHS, including the way the department has handled its Port Security Grants Program, said the criticism “misses the mark.”

Nagle is president of the American Association of Port Authorities (AAPA). Noting that the program’s biggest problem is a lack of money to assist American seaports in paying for critical security measures, Nagle said, “Like airports, protecting our seaports against terrorism must be a top priority and a shared responsibility between the federal government, local public ports and private industry. The

federal government has mandated security enhancements for marine facilities, but has yet to adequately fund those mandates, creating huge financial burdens on ports that have both security and economic consequences.”

Ports already are spending more than \$3 billion annually on infrastructure improvements and operating expenses to keep pace

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‘Belated Thank You’ Legislation Reintroduced by U.S. Rep. Filner

U.S. Rep. Bob Filner (D-Calif.) early last month introduced a bill before the 109th Congress to amend title 46, United States Code, and title II of the Social Security Act.

The bill, H.R. 23, would provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II. Filner last year (Jan. 27, 2004) introduced the same legislation before the 108th Congress. That bill, numbered H.R. 3729 and titled the “Belated Thank You to the Merchant Mariners of World War II Act of 2004,” had more than 150 cosponsors. The last major

action taken on it came July 27 when the Veterans’ Affairs Committee asked for executive comment. No further action was taken on the bill before the 108th Congress adjourned last year, so Filner reintroduced it as H.R. 23 before the new Congress which convened last month.

As reported earlier in the *Seafarers LOG*, H.R. 3729 among other things called for compensation of \$1,000 per month for people in any service in harm’s way—including the U.S. Merchant Marine—during the period from Dec. 5, 1941 through Dec. 31, 1946, the same period as all other GI Bills. The bill also stipulated that any surviving wife of a qualified veteran also shall be eli-



U.S. Rep. Bob Filner (D-Calif.)

gible to receive the same benefit as the veteran.

In official remarks to fellow members of Congress in 2004, Filner noted, World War II Merchant Mariners suffered the second-highest casualty rate of any of the branches of services while they delivered troops, tanks, food, airplanes, fuel and other needed supplies to every theater of the war. Compared to the large number of men and women serving in World War II, the numbers of merchant mariners were small, but their chance of dying during service was extremely high. Enemy forces sank over 800 ships between 1941 and 1944 alone.

Filner further pointed out mariners weren’t included in the GI Bill of Rights, which Congress enacted in 1945. “The merchant marine became the forgotten service,” he said. “The fact that merchant seamen had borne arms during wartime in the defense of their country did not seem to matter.”

Many WWII mariners finally received veterans’ recognition in 1988, along with access to what Filner described as a “watered-down” GI Bill. It took another 10 years to extend the cutoff date for recognition of mariners as veterans so it matched the date utilized by the military.

A member of the U.S. House Committee on Veterans’ Affairs, Filner observed, “While it is impossible to make up for over 40 years of unpaid benefits, I propose a bill that will acknowledge the service of the veterans of the U.S. Merchant Marine and offer compensation for years and years of lost benefits. The average age of (World War II) merchant marine veterans is now 81. Many have outlived their savings. A monthly benefit to compensate for the loss of nearly a lifetime of ineligibility for the GI Bill would be of comfort and would provide some measure of security for veterans of the U.S. Merchant Marine.”

Safe Drilling in ANWR Still a Hot Topic in D.C. Policy Would Create Jobs

The likelihood of opening the Arctic National Wildlife Refuge’s (ANWR) coastal plain to oil drilling has improved in the wake of the 2004 Presidential Elections.

Recent press reports and remarks by New Mexico Senator Pete Domenici indicate that the probability for the passage of pro-drilling legislation is “looking better than ever.” As reported earlier in the *Seafarers LOG*, opening the 1002 Area of the coastal plain to responsible oil development is part of President Bush’s National Energy Plan. It is also a policy that has a very reasonable chance of being supported by a majority of Congress.

Estimates vary, but opening the coastal plain to safe drilling potentially would create anywhere from 250,000 to more than 700,000 jobs, according to the pro-exploration coalition Arctic Power.

Senator Domenici has identified drilling in the ANWR’s northeast corner as his first priority for the upcoming congressional session. Domenici is the top Republican with authority over energy matters. Almost immediately after being re-elected to his seat as chairman of the Senate Energy and Natural Resources Committee for the 109th Congress on Jan. 4, the senator issued a press release promoting his strategy for the 1.5 million-acre coastal plain.

“This year will be a dynamic year for the energy committee,” he said. “We are going to make a

push to develop our vast oil resources in the Arctic Refuge in a way that leaves the environment pristine while stabilizing oil prices and enhancing our energy independence.”

The senator continued, “I expect to receive instructions in the Budget Resolution to report ANWR language to the Budget Committee by early May. I will fight on the Senate floor to keep those instructions in the resolution and will fight again to defend our legislation in the budget reconciliation vote later this year.

“I am pleased by the strong support for an energy bill expressed by the White House and the House of Representatives. I was pleased to see Speaker Dennis Hastert earlier today reaffirm the House’s commitment to delivering an energy bill the President this year. Energy will clearly be a priority and we have already begun serious discussions about how we will proceed,” Domenici concluded.

Senator Lisa Murkowski (R-Alaska), a member of Domenici’s committee, also put ANWR drilling at the top of her list after being sworn into office Jan. 4.

U.S. Rep. Don Young (R-Alaska) also was sworn into office Jan. 4 after an election in which he faced no significant opposition. Young has served Alaska in the House since a special election in 1973 and now is the third highest-ranking Republican. In 2001, he gained the



U.S. Rep. Don Young (R-Alaska)



U.S. Senator Lisa Murkowski (R-Alaska)



U.S. Senator Pete Domenici (R-N.M.)



U.S. Senator Ted Stevens (R-Alaska)

chairmanship of the House Transportation and Infrastructure Committee.

Senator Ted Stevens (R-Alaska), who did not face re-election last year, has been chairman of the Senate Commerce, Science and Transportation Committee, leaving his six-year chairmanship of, but not his membership on, the Senate Appropriations Committee. Stevens has served in the Senate since his appointment in 1968.

Drilling in the area was

approved by the House of Representatives during the past two congressional sessions as part of a national energy bill, but the measure yielded to filibuster threats in the Senate. Last year the Senate fell short by two votes to pass a comprehensive energy bill including an ANWR provision. Proponents of safe drilling hope that with the new wave of freshman senators, any ANWR legislation will have an easier time of making it to the president’s desk.



SEAFARERS SUPPORT OUR TROOPS ABOARD THE CAPE ISLAND



Seafarers aboard the *Cape Island* spent the fall and early winter supporting U.S. troops in Operation Iraqi Freedom.

Operated by Crowley, the SIU-crewed vessel last fall departed Texas carrying Army materiel and made subsequent stops in Spain and Crete before offloading in Kuwait. The ship brought back some cargo from the Middle East to Texas by way of Richards Bay, South Africa.

Thousands of SIU members have backed U.S. armed forces throughout the various phases of OIF. During the all-out combat phase, more than 7,000 American mariners sailed aboard hundreds of U.S.-flag ships in support of our troops. They executed what has been described by top government and military leaders as the most efficient sealift operation in history.

That mission continues today, with dozens of U.S.-flag ships and several thousand mariners mobilized for OIF3.

The *Cape Island* is part of the U.S. Ready Reserve Force (RRF). The roll-on/roll-off vessel is 685 feet long and has a beam of 102 feet. It can travel at 18.7 knots.

SIU members sailing aboard the *Cape Island* at various junctures last fall and this winter included Bosun **Stephen Castle**; ABs **Mickey Earhart**, **Ed Plarisan**, **Fadhel Mohammed**, **Desta Gebrai**, **Robert Ellis**, **Fred Shannon**, **Clifton Favorite**, **Andy Martinez**, **Alfred Martin**, **Peter Bean** and **Barry Ford**; QMEDs **Allen Ward**, **Clarence Scott**, **Ronnie Day**, **Eric Viera** and **James Donohue**; QEE **Antoine Jennings**; Electrician **Robert Rush**; GUDE **James Lewis**; GVAs **Reynaldo Downing**, **Daniel Gamboa**, **Shaun Castain** and **Felix Garcia**; Chief Steward **William Simmons**; Chief Cook **Tracy Stewart**; and SAs **Scott Gardner**, **Abdulsalam Mohamed**, **Shabain Hamid** and **Rafael Borja**.

Special thanks to Third Mate Ed McDonnell for providing the photos on this page as well as those of the *Cape Island* on page 1.



The SIU-crewed *Cape Island* is part of the Ready Reserve Force.



Participating in a fire drill are (from left) SA Abdulsalam Mohamed, AB Peter Bean and Chief Cook Tracy Stewart.



QMED James Donohue, QMED Ronnie Day



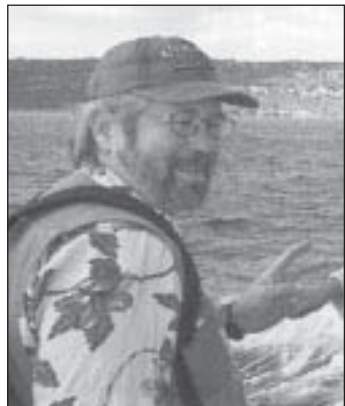
3rd Asst. Geoff Grossenbach, AB Mickey Earhart, QMED Eric Viera



Above: AB Desta Gebrai, Electrician Robert Rush



Right: SA Shabain Hamid



Left: Bosun Stephen Castle



SA Abdulsalam Mohamed, Chief Steward William Simmons, GUDE James Lewis



Pictured in Texas is some of the materiel picked up and transported by the *Cape Island*.



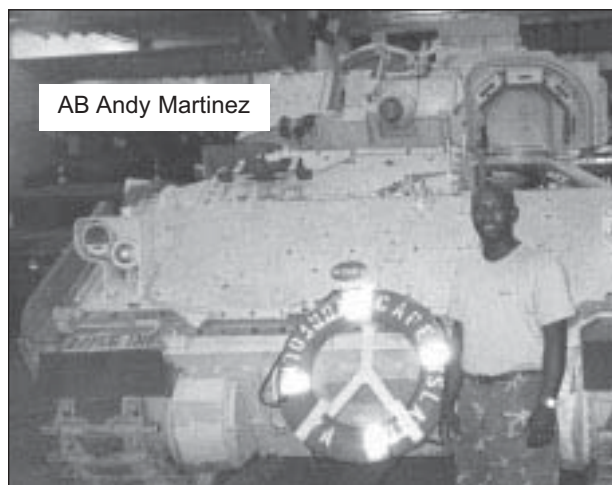
AB Clifton Favorite



ABs Peter Bean and Ed Plarisan tend to the vessel in Kuwait.



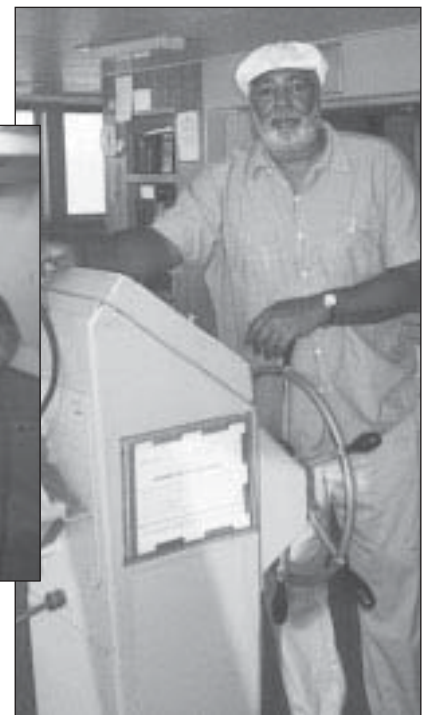
Chief Cook Tracy Stewart



AB Andy Martinez



Scrubbing the cargo holds are AB Andy Martinez (left) and GVA Shaun Castain.



Right: AB Alfred Martin



SEAFARERS SUPPORT OUR TROOPS

ABOARD THE USNS WATKINS



Bosun Henry Peterson, AB Manuel Davis, AB Greg Brunson and AB Jesus Olbes understand the importance of their mission.

The *USNS Watkins* is one of the SIU-crewed ships that keeps the cargo moving in support of Operation Iraqi Freedom 3 (OIF3). The large, medium-speed, roll-on/roll-off (LMSR) vessel has just completed its 13th mission in the Middle East and is getting ready for the next voyage, according to Capt. Kurt Kleinschmidt, himself a former member of the Seafarers International Union.

Operated by Maersk Line, Limited for the Military Sealift Command (MSC), the vessel stopped in Jacksonville, Fla. for supplies, training and a crew change before sailing to Savannah, Ga. and then to the Middle East.

For Seafarers, OIF3 is the continuation of a patriotic duty that began with pre-war mobilizations for the all-out combat phase of

Operation Iraqi Freedom in 2003. Bosun **Henry Peterson** and the crew aboard the *USNS Watkins* understand the importance of getting the cargo to U.S. military forces in Iraq. Both Bosun Peterson and AB **Greg Brunson** have completed five full rotations on board the vessel and enjoy working with Captain Kleinschmidt, who, they say, is very "crew-focused and crew oriented."

Peterson noted he is looking forward to the upcoming trip and is proud to play an important part in supporting the troops. Working with him in the deck department during the last voyage were Brunson, AB **Zack Sullivan**, AB **Manuel Davis**, AB **Jesus H. Olbes**, OS **Nieves Nunez** and OS **Matthew Nunez**. (Davis, who came aboard the LMSR program as an OS, has since upgraded at Piney Point and is now sailing as an AB.)

In preparation for the voyage, the steward department was kept very busy, according to Chief Steward **Robert Ramirez**. Ramirez, along with SA **Jose Clotter** and SA **Justino Martinez** and Chief Cook **Alisha Prucnal** keep the chow line stocked at all times for the crew, supercargo and security teams.

Rounding out the crew are members of the engine department: QMED/Electrician **James Demouy**, QMEDs **Eldon Palmer**, **Keith Kowaleski** and **Lloyd Marsh** and Wiper **Christian Ladner**.

Like most of the other LMSRs, the *USNS Watkins* is named after a Medal of Honor recipient. Army Master Sgt.

Travis E. Watkins (1920-1950) was awarded the Medal of Honor posthumously for his gallant leadership when an overwhelming enemy force broke through and isolated 30 men from his unit in Korea from Aug. 31 to Sept. 3, 1950.

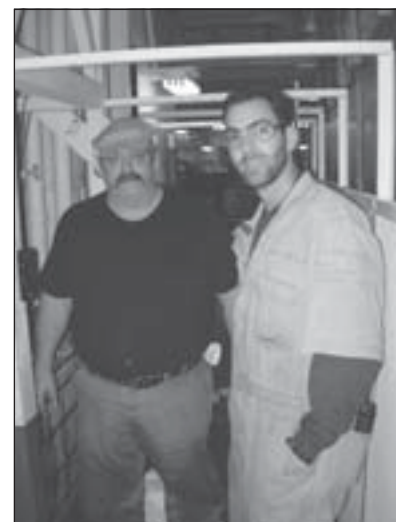
A non-combatant vessel, the *USNS Watkins* is the sixth in the Watson class of LMSRs. Its roll-on/roll-off design makes it ideal for transporting helicopters,

tanks and other wheeled and tracked military vehicles as well as combat service support gear. The ship has approximately 390,000 square feet of cargo carrying space. The *USNS Watkins* is 950 feet in length, has a beam of 105.8 feet and displaces approximately 62,000 long tons. The gas turbine-powered ship is able to sustain speeds of up to 24 knots.

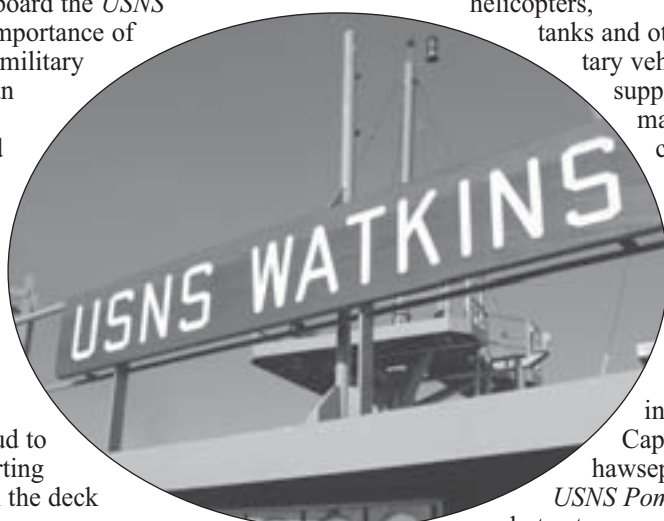
The photographs accompanying this article were taken by Capt. Michael F. Finnigan, an SIU hawsepiper. As captain aboard the *USNS Pomeroy*, Finnigan recently sent

photos to the *LOG* from that vessel's fifth trip in support of OIF (see October 2004 of the *Seafarers LOG*).

Right: QMED Lloyd Marsh and 1st Asst. Engineer Baxter Hudson (AMO) chat about the upcoming trip.



Capt. Kurt Kleinschmidt and AB Zack Sullivan keep busy in the days before departure.



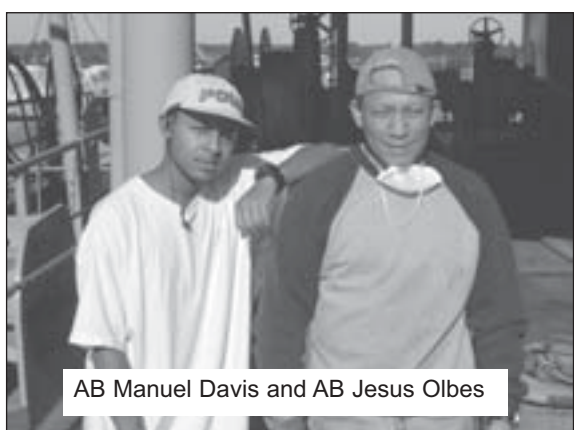
With decorations in place, the steward department is ready for the holidays. From the left are Chief Cook Alisha Prucnal, SA Justino Martinez, Chief Steward Robert Ramirez and SA Jose Clotter.



At left and below: The *USNS Watkins* was in Jacksonville, Fla. for approximately three weeks for supplies, training and a crew change.



Seafarers working in the engine department aboard the RO/RO vessel include (from left) Electrician James Demouy, Wiper Christian Ladner and QMED Eldon Palmer.



AB Manuel Davis and AB Jesus Olbes



OS Matthew Nunez stands gangway watch aboard ship in Jacksonville.



SEAFARERS SUPPORT OUR TROOPS

ABOARD THE WESTWARD VENTURE



DEU John Cooper (right) poses with the U.S. Navy security guards aboard the *Westward Venture* en route to Kuwait.

The SIU crewed *Westward Venture* recently loaded its cargo of military equipment and headed for Kuwait in support of the war effort in the Middle East.

John Cooper, who sails as a DEU aboard the vessel, sent these photos to the *LOG*.

The *Westward Venture* is one of five TOTE trailer-ships operated by InterOcean Ugland Management.



Army cargo headed for Kuwait is lined up at the docks in Corpus Christi, Texas for loading onto the trailership.



A trailer is loaded by crane onto the *Westward Venture*.



Military cargo takes up all the deck space on the ship.



Having reached its destination, the cargo is discharged in Kuwait.

Holiday Festivities in The Port of Norfolk



AB Mike Warren (left) gets together with retired Bosun Bobby Riddick (center) and AB Bennie Spencer at the Norfolk holiday party.



Above: Tosha Taylor, Joyce Calhoun and Darryl Jackson. Below: AB Thomas Morgan and his wife, Marie.



SIU VP Kermet Mangram (left) and Norfolk Port Agent Georg Kenny chat with some of the SIU members and their guests.



Steward/Baker Army Joe Leake catered the holiday party.

Christmas Day came a week early at the Norfolk, Va. hall, as more than 100 Seafarers, pensioners, family members and guests joined in on the festivities Dec. 18.

The party was a time for rejoicing, reminiscing and enjoying a wonderful holiday meal, catered by Steward/Baker Army **Joe Leake**.

Thanks to DEU **John Cooper** for sending the *LOG* the photos accompanying this feature.



DEU John Cooper (left) poses with James Burke. Cooper sent these photos to the *LOG*.



OMU Hugh S. Woods

Christmas on the LNG Capricorn



The steward department on the *LNG Capricorn* really did themselves proud in preparing a mouth-watering holiday meal for their fellow crew members. From the left are Chief Steward Dana Cunningham, SA Tommy Cyrus, Chief Cook Udjang Nurdjaja, SA Enno Kok and SA Syed Murtaza.

IMO Issues Updated 'White List' For STCW Convention Compliance

The International Maritime Organization's (IMO) Maritime Safety Committee from Dec. 1-10 conducted its 79th session at IMO headquarters in London.

Security issues and bulk carrier safety concerns dominated the crammed agenda. Among other items, a highlight of the session was the release of the updated

"white list" of countries that have fulfilled requirements set forth in the provisions of the amended International Convention on Standards of Training, Certifi-

cation and Watchkeeping (STCW) for Seafarers. Countries appearing on the list have been found by the IMO to be fully and completely compliant with STCW stipulations.

The IMO, however, advised maritime administrations, ship-owners, ship operators and managers, ship masters and other parties concerned that not all countries appearing on the list provide

complete seafarer training; some may only provide a limited range of schooling. The committee also pointed out that since the updated white list was not released until Dec. 10, mariners from some of the new countries on the list—for practical reasons—might not yet possess certificates with updated STCW endorsements. Countries on the update white list are as follows:

Algeria	Comoros	Ghana	Lithuania	Panama	South Africa	Uruguay
Antigua and Barbuda	Côte d'Ivoire	Greece	Luxembourg	Papua New Guinea	Spain	Vanuatu
Argentina	Croatia	Honduras	Madagascar	Peru	Sri Lanka	Venezuela
Australia	Cuba	Hungary	Malaysia	Philippines	Sweden	Viet Nam
Azerbaijan	Cyprus	Iceland	Maldives	Poland	Switzerland	Yugoslavia
Bahamas	Czech Republic	India	Malta	Portugal	Syrian Arab Republic	
Bahrain	Democratic People.s	Indonesia	Marshall Islands	Qatar	Thailand	*Includes: Hong Kong, China (Associate Member to the IMO)
Bangladesh	Republic of Korea	Ireland	Mauritius	Republic of Korea	Tonga	**Includes: Faroe Islands (Associate Member to the IMO)
Barbados	Denmark**	Islamic Republic of Iran	Mexico	Romania	Trinidad & Tobago	***Includes: Netherlands Antilles & Aruba
Belgium	Dominica	Italy	Micronesia (Federated States of)	Russian Federation	Tunisia	****Includes: The Cook Islands
Belize	Ecuador	Israel	Morocco	Saint Vincent and the Grenadines	Turkey	*****Includes: Isle of Man, Bermuda, Cayman Islands, Gibraltar
Brazil	Egypt	Jamaica	Mozambique	Samoa	Tuvalu	
Brunei Darussalam	Estonia	Japan	Myanmar	Saudi Arabia	Ukraine	
Bulgaria	Ethiopia	Jordan	Netherlands***	Senegal	United Arab Emirates	
Canada	Fiji	Kiribati	New Zealand****	Singapore	United Kingdom****	
Cape Verde	Finland	Kuwait	Nigeria	Slovak Republic	United Republic of Tanzania	
Chile	France	Latvia	Norway	Slovenia	United States of America	
China*	Georgia	Lebanon	Pakistan	Solomon Islands		
Colombia	Germany	Liberia				

Notice

Editor's note: The following SAB action was put in place to help ensure sufficient crewing of SIU-contracted U.S. military support ships for Operations Iraqi Freedom and Enduring Freedom.

SEAFARERS APPEALS BOARD 5201 Auth Way Camp Springs, Maryland 20746 Action Number 426

Effective: December 9, 2004

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

WHEREAS, by prior action the Board has recognized the need for appropriate Shipping Rule adjustments to secure and maintain an adequate supply of qualified and trained personnel aboard various U.S. flagged fleets; and

WHEREAS, the Union acknowledges the importance proper manning plays in the successful operation of these vessels; and

WHEREAS, because of the recent military vessel activations the Shipping Rules need to be amended by allowing extended tours of duty for unlicensed personnel above entry rating to ensure that every unlicensed billet is filled.

NOW THEREFORE, the Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and various Contracted Employers hereby amends and enforces the Shipping Rules to provide for the following.

AMEND Rule 5 A. (14) (a) quoted below, shall be modified by eliminating the maximum period of employment of one hundred twenty (120) days.

"The following specified ratings enumerated in this subsection (a), possessing Class "A" seniority, upon completing a tour of duty aboard a specified vessel of no less, or as close to, seventy-five (75) days and no more, or as close to, one hundred twenty (120) days, shall be designated as having permanent status for such vessel and shall request a relief of no less, or as close to, thirty (30) and no more, or as close to, sixty (60) days depending on the vessels schedule of operations, upon the vessel's arrival at a port in the Continental United States or Puerto Rico or other mutually agreed to port. Subsequent tours aboard the vessel for permanent personnel shall be between seventy-five (75) and one hundred twenty (120) days duration as agreed by the seaman and the company at time of their sign-on for each tour. Transportation expenses for the seaman requesting a relief and the seaman providing a relief shall be borne by the Company."

It is the intent of this amendment to allow for an unlimited amount of days allotted for tours of duty. The maximum sixty (60) days off will still be in effect.

AMEND Rule 5 A. (14) (r) (2) and 5 A. (14) (t) (2) quoted below by eliminating the two-to-one time off ratio and maximum period of employment of one hundred twenty (120) days.

"During the specific period of employment,

their tours of duty shall be scheduled at approximately a two-to-one employment ratio with time on off no less, or as close to seventy-five (75) days and no more, or as close to one hundred twenty (120) days of employment between periods of time off of no less, or as close to thirty (30) days and no more, or as close to sixty days (60) of time off. Work schedules may be modified subject to the vessel's operational necessities, and as mutually agreed to between the Union and the Company. Transportation expenses for the seaman requesting a relief and the seaman providing a relief shall be borne by the Company."

It is the intent of this amendment to allow for an unlimited amount of days allotted for tours of duty. The maximum sixty (60) days off will still be in effect.

AMEND Rule 5 A. (14) (r) (4) and 5 A. (14) (t) (4) quoted below shall be eliminated.

Rule 5 A. (14) (r) (4)

"Seamen possessing Class "B" employment seniority employed above the Entry Level aboard tanker class vessels in the domestic trades upon mutual consent may request a relief of forty-five (45) days upon completion of no less than ninety (90) days employment."

Rule 5 A. (t) (4)

"Seamen possessing Class "B" employment seniority employed above the Entry Level may request a relief of forty-five (45) days upon completion of no less than ninety (90) days of employment. Such relief will only be provided in a domestic port and subject to the vessels operational necessities."

It is the intent of this amendment to discontinue reliefs for seaman with "B" seniority employed above Entry Rating.

AMEND Rule 10 A. "Special or Emergency Provisions" as quoted below shall be fully enforced.

"During any period of emergency, unlicensed seamen possessing Class "B" or "C" seniority, who are in the Entry Rating Department and who have adequate seetime to make application for endorsement in Group II rating or ratings in the Deck or Engine Department and Group II ratings in the Steward Department, shall not be registered for shipping unless they make application for and expeditiously comply with the requisite rules to secure such Group II endorsement or endorsements in the Deck and Engine Departments and Group II ratings in the Steward Department in accordance with the training programs instituted at the Seafarers Harry Lundeberg School of Seamanship."

The remainder of this section shall also remain in full force and effect.

This SAB action shall remain in full force and effect until modified by future SAB action.

Top MarAd Official Resigns

U.S. Transportation Secretary Norman Y. Mineta last month announced the resignation of U.S. Maritime Administrator Capt. William G. Schubert, effective Feb. 12.

The deputy administrator of the Maritime Administration, John Jamian, will assume the role of acting maritime administrator during the White House selection process for a new administrator.

According to the Transportation Department, Schubert plans to pursue private-sector opportunities in his hometown, Houston.

Mineta praised Schubert's accomplishments and service to the nation during a three-year tenure.

"Bill brought real-life maritime experiences directly to his job as administrator and he has been a tremendous asset to the department," Mineta said. "He was a strong advocate of the nation's vital maritime transportation system."

Schubert managed a large-scale activation of the Maritime Administration's Ready Reserve Force in support of Operations Iraqi Freedom and Enduring Freedom. He also negotiated a maritime agreement between the United States and China, Mineta added.

SIU President Michael Sacco described Schubert as "a dedicated fighter for the U.S.-flag merchant fleet."



With the resignation of Capt. William Schubert (above) as head of the U.S. Maritime Administration, John Jamian (below) assumes the role of acting maritime administrator.



Notice/Reminder

Tankerman Assistant DL Endorsement

Don't let your tankerman assistant DL endorsement expire! If you sail on tankers, you may renew your tankerman assistant DL endorsement at a U.S. Coast Guard regional exam center (REC) by showing your discharges from a tanker (reflecting a year of sea service in the previous five years) and by showing a letter indicating your involvement in two loadings or discharges.

If you haven't sailed on tankers in the last five years, you must successfully complete a Coast Guard-approved tanker assistant DL course, such as the two-week curriculum offered at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in order to secure the tankerman assistant DL endorsement.

Also, remember that in order to have the tankerman assistant DL endorsement noted on an STCW certificate, that endorsement must appear as current on the mariner's z-card.

Port Security Addressed

Continued from page 5

with rapidly increasing world trade. Without adequate federal help for security enhancements, Nagle said that ports will be forced to spend money on security instead of capital improvements, likely resulting in a system unable to handle the expected growth in trade volumes and causing enormous impacts on America's economy.

"Ensuring adequate security against terrorism is important for all ports, large and small," remarked Nagle, reiterating his position that the problem is a matter of funding.

Ports handle 95 percent of America's overseas cargoes and serve as departure points for an estimated 10 million cruise passengers annually. They also help enable deployment of U.S. military vessels, personnel and cargo to support U.S. troops overseas.

In another development, the Government Accountability Office (GAO) in December issued a report stating that better planning is needed to develop and operate the maritime worker identification card program.

The Maritime Transportation Security Act of 2002 (MTSA) requires the Transportation Security Administration (TSA) to issue a worker ID card that uses biometrics to control access to secure areas in ports and on

ships. The program is being delayed, in large part because:

- Officials had difficulty obtaining timely approval to proceed with the prototype test;

- Extra time was required to identify data to be collected for a cost-benefit analysis; and

- Additional work was required to assess card technologies.

The agency still lacks an approved comprehensive project plan and has yet to identify eligibility requirements for the ID card.

In the congressional arena, several maritime security-related bills last month were introduced:

- H.R. 91, introduced by Rep. Rodney Frelinghuysen (R-N.J.), would authorize the Secretary of Homeland Security to make grants to first responders, and for other purposes.

- H.R. 163, sponsored by Rep. Juanita Millender-McDonald (D-Calif.), would amend title 46 USC, to direct the Secretary of Homeland Security to carry out an empty shipping container sealing pilot program to encourage shipping container handlers to seal empty boxes after they have unpacked them, and for other purposes.

- H.R. 173, also introduced by Millender-McDonald, is intended to prevent and respond to terrorism and crime at or through ports.

Runaway-Flag Grounding in Alaska Triggers Federal Investigation

A preliminary criminal investigation into the grounding last month of the cargo ship *Selendang Ayu* in Alaska has been launched by federal agents.

According to *The Seattle Post-Intelligencer*, at least one FBI agent and two Coast Guard criminal investigators—with an assist from an Environmental Protection Agency (EPA) investigator—are trying to determine whether criminal negligence contributed to the disaster, which resulted in six deaths and a major fuel oil spill. Salvage crews are on the lookout for engine room records that still might be aboard the rear end of the vessel, which as of mid-January was grounded on rocks and being pounded by heavy seas.

As reported earlier in the *Seafarer's LOG*, the 72,000-ton runaway-flag bulk carrier, with crew members from India and the Philippines, on Dec. 8 was transporting grain to the Far East but also was carrying 470,000 gallons of its own fuel when the vessel ran aground. According to Coast Guard and news reports, the ship lost power Dec. 7, but its captain didn't notify the U.S. Coast Guard for 13 hours.

Owned by Singapore-based IMC Group, the Malaysian-flag ship drifted in 35-foot seas and gusting winds up to 60 miles per hour. Most of the crew members were rescued via helicopter, but during a subsequent attempt to lift the remaining mariners, the helicopter crashed. The three helicopter crew members and a 24-year-old cadet from the ship were rescued by another Coast Guard helicopter. Six mariners—none of whom was wearing a survival suit—were not found.

The federal criminal investigation at hand is the third inquiry focused on this catastrophe. The National Transportation Safety Board is also investigating the grounding, and the Coast Guard has appointed a board to investigate the helicopter crash.

The Justice Department has prosecuted a number of foreign-flag cargo shipowners and officers in Alaska, Washington and Oregon for illegal dis-



This photo from Dec. 19 shows the bow and stern sections of the 378-foot runaway-flag freighter *Selendang Ayu* near Skan Bay.

charge of oil. Several of the violations were brought to the attention of the Coast Guard or the Environmental Protection Agency by company whistle-blowers, and they involved attempts by shipowners to cover up oil discharges.

Prosecutions of illegal oil discharges are based on the federal Clean Water Act, which can be enforced by EPA civil action and citizen lawsuits as well as criminal prosecution. Prosecution is reserved for severe cases, according to environmental organizations. The maximum penalty for a first conviction for negligence is a year in prison and a \$25,000 fine for each day of the violation.

Merck Voluntarily Withdraws VIOXX

Based on new safety data from a three-year clinical study, Merck & Co., Inc., the manufacturer of VIOXX®, has elected to voluntarily withdraw this product from the U.S. and worldwide market. Results from the study show an increased risk for cardiovascular problems such as heart attack and stroke in patients taking the drug compared to those taking a placebo. All dosage strengths and formulations of the drug are affected by this voluntary withdrawal.

The U.S. Food and Drug Administration, which was informed of the decision along with physicians and pharmacists, recommends that patients who currently are taking VIOXX® contact their physicians to discuss discontinuing use of the product. A number of alternative medications are available and may be prescribed at that time.

Merck has established a program to directly reimburse all patients for their unused VIOXX® tablets or oral suspension. Patients who return all or any portion of their prescription in its original container in accordance with the instructions from the National Notification Center will receive a full refund of the price paid as reflected on their pharmacy receipt. You may call the center at 1-800-805-9542. Upon calling, Merck will send you a return kit that will include a self-addressed, postage-paid envelope and instructions regarding how to send back your unused product.

Additional information regarding the withdrawal of VIOXX® may be obtained from Merck at either 1-888-368-4699 or on the web at www.merck.com or www.vioxx.com. The Food and Drug Administration also has information available at 1-888-463-6332 or at www.fda.gov/cder.

SIU Supports Tsunami Relief

Continued from page 2

graphic surveys of the ocean bottom where the 9.0 magnitude earthquake occurred. The *USNS Mary Sears* and the *USNS John McDonnell* sailed from Sasebo, Japan.

The San Diego-based hospital ship *USNS Mercy*—crewed by members of the SIU's Government Services Division—set sail Jan. 5 for the devastated region.

The ship's hospital facility initially was staffed to support 250 patient beds; however, that number could be expanded up to 1,000 with additional medical staff, if necessary. Equipment and supplies were available on the vessel to treat a wide variety of patients from young children to the elderly. The *Mercy* has 12

operating rooms, but the focus of care for its tsunami mission was on patients suffering from illness or infection.

Also participating in the relief effort was the MarAd-owned and SIU-crewed auxiliary crane ship *Cornhusker State*. A 610-foot long platform, the *Cornhusker State* is part of MarAd's civilian-crewed Ready Reserve Force.

As of press time for the *Seafarers LOG*, the unofficial death toll from the tsunami had surpassed more than 226,000. Various government agencies' lists included death tolls of 166,320 in Indonesia, 38,000 in Sri Lanka, more than 5,300 in Thailand and 16,383 in India. There had been 137 deaths recorded in East Africa, 74 each in Malaysia and the Maldives, 59 in Burma and two in Bangladesh.

Seafarer Helps in Phuket

Continued from page 2

freaked out big time.

So I got up and asked her to sit down with me and explain exactly what she needed. She said she was Swedish, her children were English and the whole family was washed out to sea about a two-hour drive north of Phuket. They were staying on the beach in a bungalow that was sucked out to sea. Her husband had drowned; they found his body last night.

They had only the clothes on their backs. She said the Swedish officials were telling her she had to deal with the English. Her daughter needed help, and nobody would give it. I calmed her down, got her some ice water and told her to sit with her kids. I told her I would do her yelling for her.

There was an embassy phone list, and I called the English consulate and told them the story. They sent a very nice woman from the office in Bangkok. She was very helpful and said she would take care of all the passport issues for both countries.

So that made my day right there. It was still so very sad, as her kids had the thousand-yard stare. In major shock.

I went back to my table and looked at the patient list and wrote down room numbers to see what any of them needed.

One room I visited had a woman lying in bed, a daughter all bandaged up on a cot and a son in a cast on another bed. They were from Norway, and it was the girl's 13th birthday. I asked them where they had been. Kamala Bay

north of Patong, walking on the beach, when they were slammed up on the rocks and then dragged out to sea. They still have not found their father. Mom started crying but neither child did. They looked numb. They have family members arriving tonight to take them home.

I had seen a pizza place close by so I asked if they would like one. The birthday girl smiled. So I went and got them a big pizza and ate it with them.

In the next room there were four people from Switzerland. Dad and mom were in their 70s, and their son and his wife were maybe in their 40s. The younger wife was hurt the worst. She had had surgery on her legs. Her husband was bandaged up and bruised, as were mom and dad.

They were eating breakfast a block off Patong Beach when the first wave hit and shoved them through the restaurant into the street. Then they were dragged down the street when the wave went back out to sea. Then the big one came in.

They were all split up, swimming and trying to grab onto anything. The older man grabbed something but was shocked by some electric wires. He still held on, and Mom grabbed him. Their children were slammed about a block down the street, banging into floating cars and motorbikes.

The son saw a boat, jumped onto it and floated off. When the water receded they all found each other and carried the daughter down the street and waited for help. An American doctor drove up in a huge Jeep and took them

to the hospital.

I asked what they needed. All their passports and money were in a safe in their hotel room, which luckily was on the second floor.

I told them I would go and check it out. I found the hotel, and it was in the major damage zone. There was a guard at the makeshift gate, several overturned cars on the grounds plus furniture, etc. Totally full of junk. I found out all the safes were put in one room with a guard in front. We called the hospital, and the Swiss family was very glad to know all their stuff was OK.

At the Patong hospital there's a huge tent set up with hundreds of phones to call anywhere in the world for free. A young couple from Germany came up to me and asked if I knew where they could help. They were pre-med students and had just flown in from Germany. They had not even found a room yet, and the first place they went was somewhere to help. I suggested Phuket International Hospital, as I had heard earlier they needed blood badly but didn't have enough trained people to draw it.

They said they could do that, so I got them the address and off they went.

I guess disasters bring out the best in people, and I saw it all day. I saw 40 to 50 tourists making piles of broken-up furniture and destroyed boats. There are tourists on the streets collecting money and clothes.

I fly out to Bangkok on Thursday. Now I almost wish I was staying, as these people in the hospitals were so glad just to talk with someone. I gave my card to most of them, and I think I have some e-mail friends for life.

EDUCATION:

What's in It for Me?



Let's face it:

The work in our industry is getting more complicated all the time. Just think about all the new things we've seen happen in the last few years . . .

- new Coast Guard regulations, including STCW requirements
- bigger and more sophisticated ships, boats, tugs and barges
- new requirements for ratings and licenses

If you're going to have job security, you've got to keep up with the industry!

That's what the Paul Hall Center is for—to give those of us working in the deck, engine and steward departments the skills needed to get ahead in our jobs and earn more money.

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., is the largest training facility for unlicensed deep sea merchant seafarers and inland waterways boatmen in the United States. Its program includes:

1 *Unlicensed Apprentice Program.* This curriculum provides men and women who have no maritime experience with the basic skills they will need to serve aboard U.S.-flag ships or tugs and towboats. It builds manpower for our industry and helps mariners enjoy the benefits of union membership.

2 *Upgrading.* The Paul Hall Center has courses for every unlicensed rating in our industry, plus a course of study for those pursuing a license. The instructors at the school work with each

mariner as an individual, so every student learns what he or she needs to know to get ahead. Upgrading at the Paul Hall Center is an efficient way to help a seafarer get a better job, earn more money and have job security.

3 *Academic Education.* It can be really difficult to pass a Coast Guard exam if you have trouble with reading or mathematics. The academic program at the Paul Hall Center helps students learn these skills. You can even earn a high school diploma or an associate of applied science degree.

Education is one way your union helps all Seafarers get a bigger piece of the pie—better jobs, more security, better pay. To find out which courses currently are scheduled at the Paul Hall Center, turn to page 21.

WHAT'S NEW FOR 2004

Here are some of the changes that will take effect in 2004 and 2005 from the Working Families Tax Relief Act of 2004, and the American Job Creation Act of 2004:

TUITION AND FEE DEDUCTION — Individual may be able to deduct up to \$4,000 if adjusted Gross Income (AGI) is not more than \$65,000 (\$130,000 if married filing jointly), or deduct up to \$2,000 if AGI is higher than that limit but not more than \$80,000 (\$160,000 if married filing jointly).

CHILD TAX CREDIT — Taxpayers with a credit amount more than their tax could get a refund of the difference, up to 10 percent of the amount by which their 2004 taxable earned income exceeds \$10,750. This percentage was raised to 15 percent for 2004, meaning a larger refund for many of these taxpayers.

COMBAT PAY — Some military personnel receiving combat pay get larger tax credits because of two law changes. The new law counts excludable combat pay as income when figuring the Child Tax Credit and gives the taxpayer the option of counting or ignoring combat pay as income when figuring the Earned Income Tax Credit. Counting combat pay as income when calculating these credits does not change the exclusion of combat pay from taxable income.

SALES TAX DEDUCTION — Taxpayers who itemize deductions will have a choice of claiming a state and local tax deduction for either sales or income taxes on their 2004 and 2005 returns. The IRS will provide optional tables for use in determining the deduction amount, relieving taxpayers of the need to save receipts throughout the year. Sales taxes paid on motor vehicles and boats may be added to the table amount, but only up to the amount paid at the general sales tax rate. Taxpayers will check a box on Schedule A, Itemized Deductions, to indicate whether their deduction is for sales or income taxes.

CLEAN FUEL VEHICLE DEDUCTION — Federal tax law allows individuals to claim a deduction for the incremental cost of buying a motor vehicle that is propelled by a clean-burning fuel. The clean-burning fuel deduction is up to \$2,000 for certified vehicles first put into service in 2004 and 2005. The one-time deduction must be taken in the year the vehicle is originally used. The IRS certified the Toyota Prius for model years 2001, 2002, 2003, 2004 and 2005. The IRS also previously certified the Honda Insight for model years 2000, 2001, 2002, 2003 and 2004 and the Honda Civic Hybrid for model years 2003 and 2004.

DEDUCTION FOR DISCRIMINATION SUIT COSTS — A new deduction is available for those who pay attorney's fees and court costs in connection with discrimination suits. Taxpayers can take the new deduction whether they itemize or not. The deduction cannot exceed the amount included in income for the year on account of a judgment or settlement resulting from the discrimination claim. Generally, personal legal expenses are not deductible, but an employee who incurs legal expenses related to doing or keeping his job could deduct these expenses on Schedule A as a miscellaneous itemized deduction. However, under The American Jobs Creation Act of 2004, an individual with legal fees and court costs arising from a discrimination suit may deduct the costs directly from income on the front of the tax return; this is known as an above-the-line deduction.

EARNED INCOME CREDIT — The maximum amount of income taxpayer can earn and still get the credit has increased. You may be able to take the credit if:

- You have more than one qualifying child and you earned less than \$34,458 (\$35,458 if married filing jointly),
- You have one qualifying child and you earned less than

\$30,338 (\$31,338 if married filing jointly), or

- You do not have a qualifying child and you earned less than \$11,490 (\$12,490 if married filing jointly).

The maximum amount of investment income you can have and still get the earned income credit has increased to \$2,650.

STANDARD DEDUCTION AMOUNT INCREASED — The standard deduction for taxpayers who do not itemize deductions on Schedule A of Form 1040 is, in most cases, higher for 2004 than it was for 2003. The amount depends on your filing status, whether you are 65 or older or blind, and whether an exemption can be claimed for you by another taxpayer. The basic standard deduction amounts for 2004 are:

- Head of household — \$7,150
- Married taxpayers filing jointly and qualifying widow(er)s — \$9,700
- Married taxpayers filing separately — \$4,850
- Single — \$4,850

EXEMPTION — The amount you can deduct for each exemption has increased from \$3,050 in 2003 to \$3,100 in 2004. You lose all or part of the benefit of your exemptions if your adjusted gross income is above a certain amount. The amount at which the phaseout begins depends on your filing status. For 2004, the phaseout begins at:

- \$107,025 for married persons filing separately,
- \$142,700 for single individuals,
- \$178,350 for heads of household, and
- \$214,050 for married persons filing jointly and qualifying widow(er)s with dependent children.

INCOME LIMITS INCREASED FOR HOPE AND LIFETIME LEARNING CREDITS — For 2004, the amount of your HOPE or Lifetime Learning Credit is phased out (gradually reduced) if your modified adjusted gross income (MAGI) is between \$42,000 and \$52,000 (\$85,000 and \$105,000 if you file a joint return). You cannot claim an education credit if your MAGI is \$52,000 or more (\$105,000 or more if you file a joint return).

MODIFIED AGI LIMIT FOR TRADITIONAL IRA CONTRIBUTIONS INCREASED — For 2004, if you are covered by a retirement plan at work, your deduction for contributions to a traditional IRA will be reduced (phased out) if your modified adjusted gross income (AGI) is:

- More than \$65,000 but less than \$75,000 for a married couple filing a joint return or a qualifying widow(er),
- More than \$45,000 but less than \$55,000 for a single individual or head of household, or
- Less than \$10,000 for a married individual filing a separate return.

STUDENT LOAN INTEREST DEDUCTION — Final regulations, issued May 7, 2004, changed the rules for deducting student loan interest. The changes apply to interest due and paid after December 31, 1997, on qualified student loans. The 60-day safe harbor for disbursing loan proceeds used to pay qualified education expenses has been increased to 90 days before and 90 days after the academic period to which the expenses relate. The person legally obligated to make interest payments on a student loan may be able to deduct interest payments on that loan made by someone else (third party).

MAILING TAX RETURN — IRS has changed the filing location for several areas. If you received an envelope with your tax package, please use it. Otherwise, see *Where do you file?* on the back cover of the filing instructions.

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- ◆ Income Records. These include any Forms W-2, W-2G and 1099.
- ◆ Itemized deductions and tax credits.
- ◆ Medical and dental payment records.
- ◆ Real estate and personal property tax receipts.
- ◆ Interest payment records for items such as a home mortgage or home equity loan.
- ◆ Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Individuals" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns. Also, you may access the IRS web site at www.irs.gov for forms, instructions and publications.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, Social Security number and form number on your check or money order. Payment also can be made by credit card. You may use American Express, Discover, Visa or Master cards. To pay by credit card, call the toll-free number 1-800-272-9829 or 1-729-1040 or visit websites www.officialpayments.com or www.pay1040.com. There is a fee charged based on the amount you are paying.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99

cents to the next dollar. For example, \$1.39 becomes \$1 and \$1.50 becomes \$2.

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 72b, 72c and 72d on their Form 1040. Line 72b is for the bank's routing number. Line 72c indicates the type of account, and line 72d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$3,100 per person. In 2004, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts. A child cannot claim an exemption on his or her return or qualify for a higher education credit if the child's parents claim a dependency exemption for their child.

Standard Deduction Has Increased: The

TAX FOR SEAFARERS

Presented on these two pages of the Seafarers LOG are helpful information for mariners. Included are the new deduction amounts for 2004.

standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box on this page). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 2004, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards, personal loans and tax deficiencies.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

Deductions Subject to 2 Percent of Adjusted Gross Income: These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, unreimbursed employee expenses, safe deposit box rental and tax preparation fees.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a

standard mileage rate or actual cost. On the tax return of 2004, the IRS is accepting a rate of 37.5 cents per mile. Parking fees added when using the standard mileage rate. If using actual expenses, they will be available on all operating expenses, including taxes, licenses, maintenance, gas, oil, tolls and

In either the standard mileage rate or actual cost method of deducting expenses, accurate record keeping is required. The IRS recommends keeping a diary listing all expenses. Only work-related expenses by an employer can be deducted.

Deducting Work-Related Traveling: Workers in the maritime industry have been allowed a special rate of \$41 per day in the continental United States and \$46 per day outside the continental United States. Otherwise the IRS standard is generally \$31. In some states, such as Hawaii and Alaska, the standard is different. Travel expenses can only be deducted if they are for one's work and if they have not been reimbursed from any other source.

There has been a recent court decision (*Johnson v. Comm. of Massachusetts*) where a merchant seaman was denied a deduction for the full amount of travel expenses provided at no cost, the rate allowable as an itemized deduction is limited to \$3 (in the continental United States) or \$1 (in Alaska and Hawaii). In lieu of these rates, to be deductible, a higher deduction is allowed.

Limit on Itemized Deductions: Itemized deductions may be limited for individuals earning more than \$100,000 (or \$150,000 for married and filing separately).

Earned Income Credit: Certain individuals who have a dependent child and meet certain adjusted gross income thresholds. For tax year 2004, the credit does not have to have a dependent child to be eligible for this credit. Different credit rates are met. Different credit rates are met.

WHERE TO GET INFORMATION

General Information:

1-800-829-1040 may be called for general information. IRS staff answer questions 24 hours a day.

Publications:

Call 1-800-829-3676 to order current and prior year forms, instructions and publications.

Walk-In Help:

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions (\$950 for a married person or "spouse" or \$1,200 for an unmarried person). Note that the personal exemption deduction is \$3,100.

Filing Status	Standard Deduction
Single	\$4,850
Married filing joint return or qualifying widow(er) with dependent children	\$9,700
Married filing separate return	\$4,850
Head of household	\$7,150

TIPS

SEAFARERS

handy tax tips—some of which are intended specifically for 2004 as well as where to get additional information.

te or determining actual turn due April 15 of this pting a standard mileage er mile for all miles dri- ng fees and tolls can be e standard mileage rate. enses, information must perating-related costs for ing interest, insurance, ntenance, repairs, depre- s and parking.

ard mileage rate or the d of determining car records should be kept. ds keeping a log book or enses related to travel. xpenses not reimbursed e claimed.

Related Meals When s in transportation are te on the meal allowance e continental U.S. and e the continental U.S. standard meal allowance some locations it is \$42, Alaska it is computed dif- fenses, including meals, ed if directly related to ey have not been reim- er source.

recent tax court case m. 115 TC210(2000)) eaman was denied a full ull M & IE rates. The tutions where meals are e, the incidental expense n itemized deduction is e continental U.S.) and \$1 to \$53 in other areas. s, to the extent you have eduction amount may be

Deductions: In 2004, may be limited for indi- re than \$142,700 of fed- income (or \$71,350 if eparately).

Credit: A refundable it (EIC) is available to ho have earned income djusted gross income ear 2004, an individual ve a qualifying child to redit if certain conditions redit percentages and

phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$11,450 and no qualifying children—\$390 maximum credit; taxpayers with income less than \$30,338 and with 1 qualifying child—\$2,604 maximum credit; taxpayers with income less than \$34,450 and with 2 or more qualifying children—\$4,300 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a Social Security number (SSN). Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive an SSN.

Child Child Credit: In 2004, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is \$1,000 per child. The credit begins to phase out when modified Adjusted Gross Income (AGI) reaches \$110,000 for joint filers, \$75,000 for single taxpayers or \$55,000 for married taxpayers filing separately.

Credit for Higher Education Tuition: Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of \$1,500 per student for each of the first two years of postsecondary education. For qualified expenses paid after January 1, 2002, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses. These credits

are subject to income limitations. The phaseout of the credits begins for single taxpayers when modified AGI reaches \$42,000, and completely phase out when modified AGI reaches \$52,000. For joint filers, the phaseout range is \$85,000 to \$105,000. The HOPE and Lifetime Learning Credit are not available to taxpayers married filing separately. In 2004, the Lifetime Learning Credit will be \$2,000.

Student Loan Interest: Taxpayers may be able to deduct up to \$2,500 of interest paid for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Individual Retirement Accounts:

◆ **Education IRAs**—Taxpayers can contribute up to \$2,000 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning Credit is claimed.

◆ **Roth IRAs**—The maximum total yearly contribution that can be made by an individual to a Roth IRA is \$3,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between \$95,000 and \$110,000, for joint filers with an AGI between \$150,000 and \$160,000, and for married filing separately with an AGI between \$0 and \$10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.

◆ **Penalty-Free IRA Distributions**—The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax penalty also may not apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only \$10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose. Also, the tax penalty does not apply to distributions for an individual's disability, medical care, or to a beneficiary after death of the individual.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, bank check or money order.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years. Some records should be kept even longer. For example, keep property records (your home, stocks) as long as they are needed to figure the basis of property.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 2004, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on

the federal tax return, the following kinds of income must be reported:

- ◆ Jones Act settlements for lost wages.
- ◆ Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- ◆ Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- ◆ Canceled debts
- ◆ State income tax refunds
- ◆ Rents
- ◆ Repayments
- ◆ Royalties
- ◆ Unemployment benefits
- ◆ Profits from corporations, partnerships, estates and trusts.
- ◆ Endowments.
- ◆ Original Issue Discount.
- ◆ Distributions from self-employed plans.
- ◆ Bartering income (fair-market value of goods or services received in return for services).
- ◆ Tier 2 and supplemental annuities under the Railroad Retirement Act.
- ◆ Lump-sum distributions.
- ◆ Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- ◆ Accumulation distributions from trusts.
- ◆ Prizes and awards (contests, raffles, lottery and gambling winnings).
- ◆ Earned income from sources outside the United States.
- ◆ Director's fees.
- ◆ Fees received as an executor or administrator of an estate.
- ◆ Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- ◆ Benefits from government welfare programs.
- ◆ Jones Act settlements for injuries, pain, suffering, medical costs.
- ◆ Maintenance and Cure.
- ◆ Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- ◆ Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- ◆ Child support.
- ◆ Gifts, money or other property inherited or willed.
- ◆ Dividends on veterans' life insurance.
- ◆ Life insurance proceeds received because of a person's death.
- ◆ Amounts received from insurance

WHY SEAFARERS MUST PAY STATE INCOME TAX

Federal law prohibits employers from withholding state and local taxes from the wages of mariners working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. Mariners, just like any other citizens of any given state, must meet their obligations to the government of the area in which they live.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure about residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a merchant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

In 2000, President Clinton signed into law the bipartisan Transportation Worker Tax Fairness Act, a measure aimed at providing "equitable treatment with respect to state and local income taxes for certain individuals who perform duties on vessels."

The law, which took effect Nov. 9, 2000, stipulates that pilots and other mariners "who perform regularly assigned duties while engaged as a master, officer or crewman on a vessel operating on the navigable waters of more than one State" shall be subject to state income tax only in his or her residential state.

If any questions arise regarding residency and state tax issues, mariners should telephone the taxpayer assistance office in the state in which they reside.

OVERSEAS AT TAX TIME

Should Seafarers find themselves overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in: Berlin, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; Tokyo, Japan.

because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.

- ◆ Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 2005 to file his or her 2004 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file a tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due.

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688 until August 15, 2005, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests (800) 829-3676. Also, the form is available from all main IRS branch offices and from the IRS web site at www.irs.gov. And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension.

T INFORMATION

phone, the number "9" will repeat the topic and the number "2" will cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund.

This telephone service is available 24 hours a day, 7 days a week.

Personal Computer:

Access the IRS's internet web site at www.irs.gov to: download forms, instructions and publications; see answers to frequently asked tax questions; search publications online by topic or keyword; figure your withholding allowances using their W-4 calculator, check the status of your 2004 refund, send the IRS comments or requests for help via e-mail; and sign up to receive local and national tax news by e-mail.

Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.



MATSON MOKIHANA — Chief Cook James Boss (photo above right) prepares meatloaf for lunch aboard the *Matson Mokihana*. In the left photo, he meets with other members of the steward department aboard the vessel: Chief Steward Patricia Geras (center) and ACU Sara Barahona.

Around the Port of San Francisco

HORIZON SPIRIT
— Paul Hanley is chief electrician on the *Horizon Spirit*.



MATSON MAUI — Working in the galley of the *Matson Maui* are (from left) Chief Steward Lovie Perez, ACU Nasser Ali and Chief Cook Glenn Taan.

Scholarship Deadline Just Around Corner

Two months remain until the April 15 deadline for receipt of

scholarship applications from Seafarers as well as from their spouses and dependent children who wish to continue their education at the college level beginning in the fall of 2005.

Three scholarships are being set aside for SIU members—one for \$20,000 and two each for \$6,000. Additionally, five grants will be awarded to SIU spouses and dependents, each in the

amount of \$20,000.

Send away now for an application booklet (fill out and mail coupon below) or pick one up at any SIU hall.

Time is running out to take advantage of this generous benefit for 2005 provided by the Seafarers Health and Benefits Plan.

Get your application in today; you have nothing to lose!

Please send me the 2005 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

2/05

Kudos to Benavidez Galley Gang



A letter of appreciation was presented to the steward department on the SIU-crewed *USNS Benavidez* from the U.S. Navy personnel who sailed on board the ship to Bahrain. From the left are SA Sammy Ward, Chief Steward Lonnie W. Jones, Chief Cook John Noel and SA Joel Ramos. The crew members were cited for their "outstanding support, dedication and professionalism" and for their "cooperation, support and contribution to our team and mission. We appreciate the dedication of your department in keeping up the morale of our sailors. Thank you!"

Jones, who sent this photo to the *Seafarers LOG*, said his department gave the Navy personnel and crew members a big cookout and was told that it was the best ever held aboard a ship.

The *USNS Benavidez* was the last of the Bob Hope-class ships built at Avondale in New Orleans. Seafarers-contracted American Overseas Marine Corporation (AMSEA) is the operator of the large, medium-speed, roll-on/roll-off (LMSR) vessel for the Military Sealift Command.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

Dispatchers' Report for Deep Sea

DECEMBER 16, 2004 — JANUARY 15, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	1	0	1	1	0	1	4	2	1
Anchorage	0	6	1	0	3	0	2	0	6	2
Baltimore	8	7	0	6	3	0	1	8	7	0
Guam	1	4	2	1	2	0	0	0	8	3
Honolulu	13	11	3	7	8	2	6	14	14	3
Houston	15	21	17	17	6	10	14	45	31	31
Jacksonville	21	25	13	23	21	4	18	56	66	25
Joliet	0	1	1	0	0	1	0	0	1	0
Mobile	13	10	7	9	4	5	1	18	16	7
New Orleans	23	20	6	14	12	4	12	28	24	16
New York	20	14	11	14	7	4	14	50	33	30
Norfolk	13	26	1	14	23	4	2	23	28	3
Philadelphia	3	4	2	2	2	1	2	6	8	2
Piney Point	1	12	2	1	16	2	2	1	12	2
Puerto Rico	16	6	0	5	5	0	6	20	11	1
San Francisco	18	7	3	12	8	1	13	33	13	8
St. Louis	1	2	1	2	1	0	2	0	8	3
Tacoma	35	35	18	30	22	14	33	52	49	28
Wilmington	20	17	8	11	13	7	13	41	34	24
Totals	223	229	96	169	157	59	142	399	371	189
ENGINE DEPARTMENT										
Algonac	3	0	2	1	1	0	0	2	1	2
Anchorage	0	1	0	0	1	0	0	0	1	0
Baltimore	5	2	1	4	2	1	3	5	6	1
Guam	0	1	1	0	1	1	0	1	1	0
Honolulu	5	3	2	5	3	0	0	12	4	2
Houston	9	11	7	7	11	5	5	19	13	10
Jacksonville	21	17	8	16	14	5	14	34	39	16
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	5	5	2	3	2	1	3	11	5	3
New Orleans	9	3	1	6	7	0	5	17	3	5
New York	12	10	10	3	6	3	6	21	16	12
Norfolk	4	11	6	6	9	0	2	9	17	9
Philadelphia	2	2	2	1	1	1	1	5	5	1
Piney Point	0	4	1	3	4	0	0	2	5	1
Puerto Rico	3	4	1	0	1	2	3	10	4	0
San Francisco	15	7	3	6	6	3	10	19	6	8
St. Louis	1	2	0	1	2	0	0	0	3	1
Tacoma	9	21	5	6	13	2	10	19	36	6
Wilmington	8	4	4	3	9	3	2	18	17	9
Totals	111	108	56	71	93	27	65	204	182	86
STEWARD DEPARTMENT										
Algonac	0	1	0	0	1	0	0	1	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	2	0	0	0	2	1	1
Guam	2	1	0	1	2	0	0	1	0	1
Honolulu	5	1	1	6	2	0	3	17	4	2
Houston	12	3	3	11	4	4	7	21	6	3
Jacksonville	17	16	4	10	12	4	6	33	22	7
Joliet	1	0	0	1	0	0	0	0	0	0
Mobile	9	5	0	5	3	0	2	11	5	1
New Orleans	11	4	0	4	8	0	4	16	4	2
New York	19	4	2	10	2	0	3	29	6	7
Norfolk	7	13	3	6	4	2	4	13	19	7
Philadelphia	3	1	0	1	1	0	1	5	1	0
Piney Point	4	2	1	5	0	1	2	2	4	0
Puerto Rico	2	3	0	1	1	0	1	3	4	1
San Francisco	22	3	1	11	3	0	5	41	6	2
St. Louis	1	1	0	1	0	0	0	1	1	0
Tacoma	16	5	1	11	2	1	10	33	7	7
Wilmington	24	10	3	18	6	1	6	33	11	6
Totals	155	73	20	104	51	13	54	262	103	47
ENTRY DEPARTMENT										
Algonac	0	1	2	0	0	1	0	0	3	8
Anchorage	0	1	2	0	0	0	0	0	2	5
Baltimore	0	8	1	0	2	0	0	0	7	2
Guam	0	0	3	0	0	3	0	0	2	0
Honolulu	5	5	8	0	4	0	0	9	11	15
Houston	1	15	20	2	10	11	0	5	28	27
Jacksonville	2	17	17	1	9	8	0	6	28	32
Joliet	0	0	0	0	0	0	0	1	1	0
Mobile	0	6	1	0	1	0	0	1	14	4
New Orleans	4	13	12	1	5	4	0	8	14	22
New York	4	21	21	2	14	6	0	11	51	60
Norfolk	1	7	15	0	5	9	0	1	14	19
Philadelphia	0	0	2	0	0	0	0	0	0	4
Piney Point	0	10	50	0	12	14	0	0	8	45
Puerto Rico	2	3	0	1	3	0	0	2	7	0
San Francisco	3	16	6	2	6	4	0	6	23	15
St. Louis	0	0	0	0	0	0	0	0	2	3
Tacoma	6	13	15	3	6	7	0	10	31	33
Wilmington	1	5	12	0	3	2	0	1	13	39
Totals	29	141	187	12	80	69	0	61	259	333
Totals All Departments	518	551	359	356	381	168	261	926	915	655

*"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.

March & April 2005 Membership Meetings

Piney Point	Monday: March 7, April 4
Algonac	Friday: March 11, April 8
Baltimore	Thursday: March 10, April 7
Boston	Friday: March 11, April 8
Duluth	Wednesday: March 16, April 13
Guam	Thursday: March 24, April 21
Honolulu	Friday: March 18, April 15
Houston	Monday: March 14, April 11
Jacksonville	Thursday: March 10, April 7
Joliet	Thursday: March 17, April 14
Mobile	Wednesday: March 16, April 13
New Orleans	Tuesday: March 15, April 12
New York	Tuesday: March 8, April 5
Norfolk	Thursday: March 10, April 7
Philadelphia	Wednesday: March 9, April 6
Port Everglades	Thursday: March 17, April 14
San Francisco	Thursday: March 17, April 14
San Juan	Thursday: March 10, April 7
St. Louis	Friday: March 18, April 15
Tacoma	Friday: March 25, April 22
Wilmington	Monday: March 21, April 18

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

Personals

RUTH CLINTON

Please contact Barbara Gaffney at 101 Myrtle Ave., Apt. 234, Staten Island, NY 10310-2052; or telephone (718) 727-4233.

DAVID FOLEY

Please contact Chris Lipnosky at (530) 587-4045.

With Seafarers on the SBX



SIU members are working aboard a semi-submersible craft known as the SBX—an abbreviation for sea-based X-Band radar. These photos were taken last month along the Gulf Coast. At left, SIU Tacoma Port

Agent Bryan Powell (third from left) meets with QMED Chris Schneider of Anchorage, Alaska while the Seafarer works in a pipe tunnel on the platform. Schneider said that working on a vessel that boosts U.S. national security "makes me feel patriotic." Below, Powell meets with (from left) Recertified Steward Paula Kaleikini, Chief Cook Theresa Ballard and OS Amber Michel while waiting to load provisions. Kaleikini noted,

"I know this will be challenging and very different from what any of us have seen before, but we will tackle it with the energy and professionalism people expect from the SIU!"



**Seafarers International Union
Directory**

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

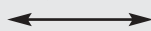
Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,
Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

DECEMBER 16, 2004 — JANUARY 15, 2005

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	7	1	0	5	2	0	1	5	0	0
Houston	10	0	11	12	0	8	7	31	4	26
Jacksonville	4	0	8	4	0	8	3	11	3	0
New Orleans	5	2	5	7	0	1	2	12	5	23
New York	12	3	5	11	4	4	10	39	8	1
Norfolk	2	0	2	0	0	2	1	6	2	0
Tacoma	0	0	4	1	0	4	1	1	0	4
Wilmington	4	2	0	5	1	0	1	9	5	0
Totals	44	8	35	45	7	27	26	114	27	54
ENGINE DEPARTMENT										
Boston	3	1	0	0	2	0	0	4	1	0
Houston	3	1	2	3	0	4	3	9	2	16
Jacksonville	4	2	3	6	3	3	1	5	4	1
New Orleans	1	0	1	3	0	0	0	5	1	16
New York	3	1	1	9	0	1	3	11	2	0
Norfolk	0	0	0	0	0	0	1	3	0	1
Tacoma	0	0	0	0	0	0	0	1	1	1
Wilmington	2	1	0	5	1	0	0	9	2	3
Totals	16	6	7	26	6	8	8	47	13	38
STEWARD DEPARTMENT										
Boston	5	1	0	3	1	0	0	4	0	0
Houston	2	1	6	4	1	3	0	8	5	19
Jacksonville	3	1	9	3	1	10	5	4	2	1
New Orleans	3	0	3	1	0	0	0	7	1	16
New York	1	1	1	0	1	1	1	9	10	0
Norfolk	0	0	5	1	0	5	2	2	0	1
Tacoma	0	0	1	0	0	1	1	1	1	1
Wilmington	2	0	0	0	0	0	0	4	0	1
Totals	16	4	25	12	4	20	9	39	19	39
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	76	18	67	83	17	55	43	200	59	131

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by **George G. Jamison** of New Park, Pa. It was taken in Buenos Aires, Argentina in November 1945.

Brother Jamison (left), John Manen of Houston, Texas (center) and Dave Wagman of Red Lion, Pa. were part of the engine department crew on the SIU-crewed Liberty ship *Stevenson Taylor*. They signed on in Baltimore in June 1945 and had just delivered a load of Army supplies to Calcutta, India when World War II was declared over. The ship sailed to various ports before stopping in Buenos Aires, including Le Havre, France, and then to a shipyard in Cardiff, Wales. It wasn't until February 1946 that the *Stevenson Taylor* finally made it to New York for a payoff; it had been nearly six months since any of the crew members had received mail.

Brother Jamison last sailed aboard Bull Line's *SS Mae*—from May 1949 until April 1955. He then left the sea for a shoreside job and put his SIU book in retirement in December 1956.

Jamison still receives the *LOG* and says he looks forward to reading it each month.

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





DEEP SEA



JUAN AYALA, 70, hails from Puerto Rico. He joined the SIU in 1966 in New York, first sailing aboard the

Summit. Brother Ayala worked in the deck department and in 2000 enhanced his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His last ship was the *Horizon Challenger*. Brother Ayala still calls Puerto Rico home.

DAVID BALLARD

DAVID BALLARD, 56, joined the Seafarers in 1968 in New York. Born in West Virginia, Brother Ballard upgraded his skills at the union's affiliated school on numerous occasions. His first ship was the *Anniston Victory*; his last was the *El Yunque*. Brother Ballard was a member of the engine department and currently resides in St. Petersburg, Fla.



ALPHONSO HOLLAND, 61, embarked on his career with the SIU in 1965 in the port of Norfolk, Va. Brother Holland first sailed on the *Ridgefield Victory* as a member of the steward department. In 1990 he completed steward recertification training at the Seafarers-affiliated school in Piney Point, Md. Prior to retiring, Brother Holland shipped on the *USNS Red Cloud*. He continues to live in his native Virginia.



FRED JENSEN, 65, became a Seafarer in 1963 in the port of Wilmington, Calif. The deck

department member was born in Denmark and was a frequent upgrader at the Paul Hall Center, completing his bosun recertification training there in 1980. A resident of Alachua, Fla., he last worked on the *ITB Mobile*.

ABDUL MOHAMED

ABDUL MOHAMED, 58, started his seafaring career in 1966 in Detroit, Mich. Brother Mohamed was born in Arabia and shipped in the steward department. His first ship was the *Arizpa*. Brother Mohamed improved his skills in 2000 at the SIU-affiliated school in Piney Point, Md. His last ship was the *Mahimahi*, a Matson Navigation vessel. Brother Mohamed makes his home in Garden Grove, Calif.



EMMETT NEATHERY, 59, began sailing with the SIU in 1966 in the port of Houston. Born in Kirkland, Wash., Brother



Neathery upgraded his skills at the union's affiliated school in Piney Point, Md. He worked in the engine department in both the deep sea and inland divisions. Before retiring, Brother Neathery shipped on the *USNS Regulus*. He lives in Reno, Nev.

JAMES PORTER

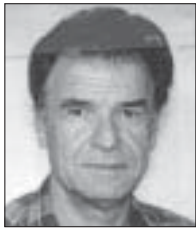
JAMES PORTER, 55, first donned the SIU colors in 1969 in Piney Point, Md. Brother Porter's first trip to sea was on the *Robin Gray*. The deck department member completed bosun recertification training in 1996 in Piney Point, Md. The Georgia-born mariner's most recent voyage was aboard the *El Yunque*. Brother Porter resides in Jacksonville, Fla.



JOHN THOMAS, 64, was born in Pennsylvania and started his seafaring career in 1987 in the port of Honolulu. Brother Thomas, who worked in the engine department, enhanced his skills in 2000 at the Seafarers-affiliated school. His first vessel was the *USNS Assertive*; his last was the *USNS Effective*. Brother Thomas is a resident of Huntsville, Ala.

PETROS TRIANTAFILOS

PETROS TRIANTAFILOS, 64, joined the ranks of the SIU in 1969 in New York, initially sailing on the *Western Clipper*. Born in Greece, Brother Triantafilos worked in the engine department. He upgraded his skills in 1970 and again in 1974 at the Paul Hall Center. Brother Triantafilos' most recent voyage was aboard the *Mariner*. He continues to live in Greece.



ROBERT TRIGG, 62, started sailing with the SIU in 1987 in the port of Mobile, Ala. Brother Trigg sailed in both the inland and deep sea divisions, first working aboard the *USNS Lynch*. The deck department member improved his skills in 2001 at the union's affiliated school in Piney Point, Md. Brother Trigg was born in Louisiana and now resides in Ocean Springs, Miss. He last went to sea on the *Sugar Island*.

INLAND

ARTHUR KNUDSEN, 62, became a Seafarer in 1970 in the

port of Norfolk, Va. Boatman Knudsen primarily shipped aboard vessels operated by McAllister Towing of Virginia. A native of New Jersey, he worked in the deck department. Boatman Knudsen upgraded his skills in 1985 at the Seafarers-affiliated school in Piney Point, Md. He makes his home in Boca Raton, Fla.



RICHARD McEVOY, 64, began his seafaring career in 1973 in the port of Jacksonville, Fla. Boatman McEvoy initially shipped on a Puget Sound vessel in the engine department. Born in Georgia, he upgraded often at the Paul Hall Center. Boatman McEvoy most recently sailed with Crowley Towing and Transportation of Jacksonville. He lives in his native state.

HERMAN MOONEY, 64, launched his SIU career in 1966 in the port of Baltimore. Boatman Mooney shipped primarily on Moran Towing of Maryland vessels. The engine department member enhanced his skills in 1985 at the SIU-affiliated school in Piney Point, Md. Boatman Mooney was born in Baltimore, where he continues to reside.

GEORGE MOSICH

GEORGE MOSICH, 62, started shipping with the union in 1994 in the port of Wilmington, Calif. Boatman Mosich worked primarily aboard Crowley



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.

Towing and Transportation vessels. The deck department member was born in San Pedro, Calif. and upgraded his skills on two occasions at the Paul Hall Center for Maritime Training. Boatman Mosich lives in his native state.



GLENN NAUNDORF, 55, joined the SIU in 1967 in the port of Philadelphia. Boatman Naundorf shipped in the

steward department. He attended classes at the Paul Hall Center in Piney Point, Md. in 2000 and again in 2001. Prior to retiring, Boatman Naundorf worked on Maritrans Operating Co. vessels.

MICHAEL SANDERS

MICHAEL SANDERS, 55, hails from Harlington, Texas. Boatman Sanders joined the union in 1966 in the port of Houston after serving in the U.S. Marine Corps. He sailed in both the inland and deep sea divisions. Boatman Sanders was a member of the deck department, first shipping on G&H Towing Co. vessels. He enhanced his skills on three occasions at the union-affiliated school in Piney Point, Md. Boatman Sanders resides in Overland Park, Kan. He last worked on the *LNG Leo*.



GREAT LAKES

ABDO ALQIRSH, 64, began sailing with the SIU in 1966 in Detroit, Mich. Brother Alqirsh was born in Arabia and worked in the steward department. He shipped primarily aboard American Steamship Co. vessels.

Brother Alqirsh is a resident of Dearborn, Mich.



LONNIE BROOKS, 64, was born in Michigan and joined the SIU in 1988 in Detroit. Brother Brooks first sailed aboard the *J.A.W. Iglehart* in the engine department. His last trip was on the *Saint Clair*. Brother Brooks calls Okeechobee, Fla. home.

ATLANTIC FISHERMEN

NICHOLAS PARISI

NICHOLAS PARISI, 61, Brother Parisi started his career with the Atlantic Fishermen's Union, an affiliate of the SIU before it merged with the AGLIWD in 1981. Born in Massachusetts, he is a U.S. Army veteran and last worked aboard the *St. Nicholas*. Brother Parisi makes his home in Gloucester, Mass.



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

Name	Age	EDP
Beof, Antonio	65	Jan. 1
DeCosta, Edward	65	Dec. 1
Erese, Cesar	65	Jan. 1
Ford, Thomas	61	Jan. 1
Hawes, Philip	58	Jan. 1
Jetson, James	50	Dec. 1
Marshall, James	64	Oct. 1
Philpot, James	65	Jan. 1

Reprinted from past issues of the Seafarers LOG.

1947

SIU Organizational Director Paul Hall announced last week the signing of a closed shop contract with the American Eastern Steamship Corporation after a 60-day organizing campaign. "In making this announcement," Hall said, "full credit should be given to the SIU volunteer organizers who sailed aboard American Eastern ships and made possible the signing of a contract for this new company. The fact that it took only 60 days to secure the agreement gives proof to another swell job of organizing done by the rank and file Seafarer."

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the League by all Seafarers. The new organization is a voluntary

body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Defense League and offices have been established at One Hanson Place in Brooklyn, N.Y.

THIS MONTH IN SIU HISTORY

1987

The U.S. Navy's first active hospital ship in 13 years, the *USNS Mercy* (T-AH 19), departed San Diego on Friday, Feb. 27 for a four-

month training and humanitarian mission to the republic of the Philippines. The purpose of the deployment is to train Navy personnel in the operation and support of the ship and its 1,000-bed medical treatment facility during extended operations in a remote area. The medical team aboard the *USNS Mercy* during this deployment will include civilian and military personnel. The *Mercy* is one of two identical hospital ships being converted for the Navy. A second ship, the *USNS Comfort*, will be christened in May.

Final Departures

DEEP SEA

ALBERT BIRT



Pensioner Albert Birt, 84, passed away Nov. 8. Brother Birt joined the SIU in 1941 in Tampa, Fla. His first ship was the *Alcoa Carrier*. Born in Hampton, Fla., Brother Birt was a member of the deck department. His last voyage was on the *Sand Captain*. Brother Birt began collecting his pension in 1968. He made his home in Spring Hill, Fla.

HERMAN BUTTS

Brother Herman Butts, 47, died July 15. He began sailing with the SIU in 1970 in the port of Houston. Brother Butts was born in Mobile, Ala. He last worked in the engine department aboard the *Seabulk Challenger*. Brother Butts was a resident of Texas.

CHESTER COCHRAN



Pensioner Chester Cochran, 81, passed away Nov. 2. Brother Cochran joined the SIU in 1956 in Detroit, Mich. The engine department member was born in Smoke-mont, N.C. Brother Cochran shipped in both the Great Lakes and deep sea divisions. He lived in his native state and retired in 1979.

LEO DERSTLER



Pensioner Leo Derstler, 87, died Sept. 24. Brother Derstler was born in Pennsylvania and embarked on his seafaring career in 1945 in the port of Mobile, Ala. His first ship was the *Robin Gray*, where he worked in the deck department; his last ship was the *Seattle*. Brother Derstler started receiving compensation for his retirement in 1976. He called Columbia, Pa. home.

DAVID DICKINSON



Pensioner David Dickinson, 77, passed away Dec. 3. Brother Dickinson started shipping with the SIU in 1952 as a member of the deck department. Brother Dickinson most recently shipped on Waterman Steamship Corp.'s *John Penn*. He was born in Alabama and resided in Leakesville, Miss. Brother Dickinson retired in 1982.

BENNIE DRUMGOOLE



Pensioner Bennie Drumgoole, 69, passed away Nov. 25. Born in Pine Bluff, Ark., Brother Drumgoole joined the SIU in 1968 in the port of San Francisco. He sailed in the engine department primarily on Sea-Land Service vessels, including

the *Adventurer* and the *Consumer*. Brother Drumgoole was a veteran of the U.S. Navy. He retired in 1997 and called Little Rock, Ark. home.

LEWIS GLANVILLE



Pensioner Lewis Glanville, 83, died August 30. Brother Glanville first donned the SIU colors in 1940 in the port of Baltimore. The Virginia-born mariner shipped as a member of the engine department. Brother Glanville originally sailed on the *Steel Seafarer*. Before retiring in 1980, he worked on the *Montpelier Victory*. Brother Glanville started receiving his pension in 1980 and made his home in Seaford, Del.

DUDLEY GRANT



Pensioner Dudley Grant, 77, passed away Oct. 4. Brother Grant was born in the West Indies. He became an SIU member in 1959 in New York, initially shipping on the *Santa Magdalena* in the steward department. His final trip to sea was aboard the *President Chester B. Arthur*. Brother Grant began collecting his retirement pay in 1993. San Francisco was his home.

ARK HO



Pensioner Ark Ho, 88, died Sept. 12. Brother Ho joined the Marine Cooks & Stewards in the port of San Francisco. He was born in China and called Los Angeles home. Brother Ho began receiving his pension in 1971.

CLIFFORD PERREIRA



Pensioner Clifford Perreira, 81, passed away Oct. 19. Brother Perreira started his seafaring career in 1959 in San Francisco, first working on the *Arizpa*. Born in Hawaii, he was a member of the deck department. Brother Perreira most recently went to sea aboard the *Overseas Ohio*. He resided in Sebastopol, Calif. and went on pension in 1994.

SALEH SALEH



Brother Saleh Saleh, 64, died Oct. 20. He began sailing with the Seafarers in 1992 in New York. Brother Saleh's first vessel was the *Samuel L. Cobb*; his last was the *Franklin J. Phillips*. The steward department member was born in Yemen and lived there in the city of Sana'a.

JAMES SINEY

Pensioner James Siney, 84, passed away Sept. 5. Brother Siney embarked on his SIU career in 1958 in the port of Baltimore. He was



born in Maryland and shipped as a member of the engine department. Brother Siney was a veteran of both the U.S. Army and U.S. Navy. He started receiving compensation for his retirement in 1985 and called Redondo Beach, Calif. home.

INLAND

GEORGE BALLEW



Pensioner George Ballew, 75, died Nov. 27. Born in Virginia, Boatman Ballew started his SIU career in 1959 in the port of Norfolk, Va. He was a member of the deck department. Boatman Ballew made his home in Hampton, Va. He retired in 1989.

ROBERT HENDRIX



Pensioner Robert Hendrix, 67, passed away Aug. 2. Boatman Hendrix began his seafaring career in 1968 in the port of Norfolk, Va. after serving in the U.S. Army. The steward department member, who was born in North Carolina, made his home in Portsmouth, Va. He went on pension in 1990.

THOMAS PURSER



Pensioner Thomas Purser, 79, died Sept. 26. Boatman Purser became a Seafarer in 1978 in the port of Mobile, Ala. The U.S. Air Force veteran was born in Mississippi. Boatman Purser shipped in the deck department. He began receiving his retirement stipends in 1990 and lived in his native state.

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

GABRIEL ACEVEDO



Pensioner Gabriel Acevedo, 91, died Nov. 24. Brother Acevedo was born in San Andres, Columbia and joined the SIU in 1945. His first ship was the *Wilson's Creek*. Brother Acevedo was a member of the engine department, last sailing on the *Santa Barbara*. He began receiving compensation for his retirement in 1976.

JAMIE AMAYA



Pensioner Jamie Amaya, 88, passed away Nov. 30. Brother Amaya joined the NMU in 1941. Born in Honduras, he shipped in the steward depart-

ment. Brother Amaya initially went to sea aboard the *African Star*. Prior to retiring in 1970, he worked on the *Argentina*.

JAMES EVANS



Pensioner James Evans, 73, died Nov. 6. Brother Evans joined the NMU in 1967 in Philadelphia and worked in the steward department. He first sailed aboard the *Sinclair Texas*. Brother Evans was born in Philadelphia and went on pension in 1987.

ALTON GARCIA



Pensioner Alton Garcia, 88, passed away Nov. 11. Brother Garcia became a member of the NMU in 1939, first shipping out of New York. His initial voyage was on the *Clyde*. Brother Garcia, who was born in Cuba, last sailed aboard the *Brazil*. He started receiving his retirement pay in 1970.

DAYMON GREGORY



Pensioner Daymon Gregory, 77, died Nov. 1. Brother Gregory joined the ranks of the NMU in 1944 in Boston. Born in West Virginia, he worked in the deck department. Brother Gregory's first vessel was the *Will Rogers*; his last was the *African Meteor*. He began collecting his pension in 1965.

ALFRED HAMPTON



Pensioner Alfred Hampton, 80, passed away Oct. 21. Born in Louisiana, Brother Hampton launched his seafaring career in New Orleans. He first shipped on the *John M. Morehead*. Brother Hampton, who last sailed on the *Nancy Lykes*, started receiving stipends for his retirement in 1986.

JOSE HERNANDEZ



Pensioner Jose Hernandez, 83, died Oct. 20. Brother Hernandez started his NMU career in 1957, first sailing from New York aboard the *Harpers Ferry*. He was born in Puerto Rico and retired in 1982.

JOSEPH MATTHEWS



Pensioner Joseph Matthews, 91, passed away Nov. 5. Brother Matthews began sailing with the NMU in 1945 from the port of San Francisco. His first ship was the *Pocahontas*, where he worked in the steward department. Before retiring

in 1978, Brother Matthews went to sea aboard the *Keystoner*.

JAMES RICHARDSON



Pensioner James Richardson, 84, died Nov. 27. Brother Richardson was born in the West Indies and became an NMU member in 1947. His first voyage was on the *George W. Kendall*. Brother Richardson began receiving retirement compensation in 1984. A member of the engine department, he last shipped aboard the *Gulf Trader*.

ROBERT SINGLETON



Pensioner Robert Singleton, 81, passed away Nov. 17. A native of Alabama, Brother Singleton joined the NMU in 1943 initially working on the *Dixiano*. The engine department member was last employed aboard the *Cibao*. Brother Singleton went on pension in 1970.

PETE STANDIFER



Pensioner Pete Standifer, 80, died Nov. 17. Brother Standifer embarked on his seafaring career in 1946. He was born in Oklahoma and most recently worked on the *Edgar M. Queeny*. Brother Standifer started drawing his pension in 1985.

AMADOR VANGA



Pensioner Amador Vanga, 92, passed away Oct. 23. Brother Vanga commenced his career with the NMU in 1965, initially sailing from New York. He was born in Puerto Rico and worked in the steward department. Brother Vanga's final voyage was on the *Atlantic*.

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

Name	Age	DOD
Amento, Anthony	76	Oct. 31
Arespe, Arnulfo	82	Oct. 19
Astillero, Ramon	78	Oct. 19
Bergland, Albert	78	Nov. 17
Betancourt, Mario	91	Nov. 19
Camalich, Giorgio	75	Oct. 29
Cooper, Martin	72	Nov. 2
Espinoza, Alberto	98	Oct. 17
Ewens, Cecil	80	Oct. 25
Foster, Jonathan	92	July 01
Herrera, Antonio	89	Nov. 17
Holland, Willie	80	Nov. 5
Houghton, Edward	84	Nov. 16
King, Donald	73	Nov. 10
Lawrence, Gerald	80	Nov. 1
Mortley, Edward	85	Nov. 3
Olivares, Amadeo	63	Nov. 4
Peeler, Roy	84	Sept. 1
Proctor, Joseph	76	Nov. 1
Santiago, Luis	82	Nov. 7
Smith, James	83	Nov. 11
Sykes, Raymond	85	Aug. 18
Tarver, William	82	Oct. 12
Walker, Herman	79	Nov. 5
Walters, Paul	78	Nov. 25
White, John	80	Nov. 6

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.

EXPLORER (USSM), Nov. 21—Chairman **Amado E. Abaniel**, Secretary **William R. Burdette**, Educational Director **Jimmy M. Robles**, Engine Delegate **Carlos M. Noriega**, Steward Delegate **Abdulla N. Jinah**. Chairman announced arrival Nov. 27 in Los Angeles. He reported good trip and great food, thanks to steward department, and reminded crew members to separate bottles and cans from regular trash. He also asked departing mariners to leave keys in rooms for next person. Educational director encouraged Seafarers to upgrade skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer stated \$254 in ship's fund. No beefs or disputed OT reported. Next ports: Los Angeles; Tacoma, Wash.

HORIZON TRADER (Horizon Lines), Nov. 26—Chairman **Michael T. Sorensen**, Secretary **Kevin M. Dougherty**, Educational Director **Allen D. Parker**, Deck Delegate **Amante V. Gumiran**, Engine Delegate **J. Coleman**, Steward Delegate **Peter Schuetz**. Chairman announced payoff Nov. 27 after arrival in Tacoma, Wash. Educational director urged everyone to keep an eye on their documents' expiration dates and allow plenty of time for renewal process. Treasurer stated \$557 in crew fund; \$400 to be used for purchase of new refrigerators. No beefs reported; some disputed OT noted in engine department. Request made for company to provide more movies on ship. Crew members said they all look forward to receiving new videos, as it's one of the few recreational activities during the many months at sea. Crew reported current phone system inoperable at sea. Clarification requested on availability of over-time. Seafarers were asked to separate plastic items from regular trash and rewind and return movies after use. Suggestion made to improve dental plan and get a satellite system. Vote of thanks given to steward department for excellent Thanksgiving Day meals. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam.

INDUSTRIAL CHALLENGER (Pacific Gulf Marine), Nov. 21—Chairman **Shawn Williams**, Secretary **Ngol T. Allen**, Educational Director **Earl F. Ebbert**, Deck Delegate **Wilbur Pantin**, Engine Delegate **Charlotte LeBlanc**, Steward Delegate **Gertrudis Arzu**.

Educational director encouraged all crew members to attend Seafarers-affiliated school in Piney Point, Md. because of new ISO and safety requirements and to improve their job security. No beefs or disputed OT reported. Adequate deck department crewing needed in part due to heavy amount of work required on ship at sea and in port. Thanks given to steward department for job well done. Request made for drinking fountains and better e-mail system.

INNOVATOR (USSM), Nov. 21—Chairman **Steve R. Kastel**, Secretary **Jose M. Bayani**, Educational Director **Chris L. Earhart**, Deck Delegate **James D. Morgan**, Steward Delegate **Tammy M. Bingisser**. Chairman reported good trip and thanked all departments for working well together. He praised Chief Cook **Tammy Bingisser** for outstanding meals. Secretary expressed gratitude to crew for helping keep ship clean. Educational director reminded Seafarers to keep documents current. No beefs or disputed OT reported. Bosun read president's report from *Seafarers LOG* and discussed communications received from SIU Wilmington Port Agent John Cox. Suggestion made to increase money purchase pension plan and pension benefits and reduce time required for retirement. Next port: Los Angeles.

LTC JOHN U.D. PAGE (Maersk Line), Nov. 24—Chairman **Jeremiah J. Harrington**, Secretary **Abraham Mills**, Educational Director **Bobby L. Jones**, Deck Delegate **William Fielding**, Engine Delegate **Luis A. Soto Amadeo**, Steward Delegate **Angela Robertson**. Chairman read various articles from November *Seafarers LOG*. He thanked everyone for working so hard while being away from family and friends during holidays. Educational director suggested crew to inform 1st asst. engineer about any electrical problems or repairs needed and be aware of expiration dates on documents needed for shipping. No beefs or disputed OT reported. Recommendation made to get additional help for SA and to improve retirement plan. Next port: Diego Garcia.

LIBERATOR (USSM), Nov. 26—Chairman **Daniel J. Teichman**, Secretary **Robert S. Davis**, Educational Director **Elwyn L. Ford**, Engine Delegate **Marc J. Poniatuski**, Steward Delegate **Andy N. Campollo**. Chairman

advised Seafarers to read contract and be informed. Educational director urged members to check expiration dates on documents and start renewal process of MMDs at least 6 months in advance. No beefs or disputed OT reported. Communications received from headquarters regarding reflagging. Everyone encouraged to read *LOG* for information about union and maritime industry. Crew advised to ask questions at union meetings and be knowledgeable of their rights as Seafarers. Next port: Newark, N.J.

MAJ. BERNARD F. FISHER (Sealift Inc.) Nov. 28—Chairman **Reuben M. Brown**, Secretary **Walter R. Seals**, Educational Director **Troy L. Fleming**, Deck Delegate **Lorenzo Riddick**, Engine Delegate **Michael C. McNally**, Steward Delegate **Velonder L. Alford**. Chairman announced payoff Nov. 30. Copies of company's safety policies handed out to members as ship heads to Diego Garcia. Educational director urged everyone to upgrade whenever possible at Piney Point facility. No beefs or disputed OT reported. Clarification requested on weekly pay rate for ship's committee and department delegates. All crew members now have room keys. Thanks given to crew for separating plastic items from regular trash. It was reported that e-mail is now available on board ship. Next port: Diego Garcia.

MIDNIGHT SUN (IUM), Nov. 28—Chairman **Fadel Saleh**, Secretary **Scott A. Opsahl**, Educational Director **Christopher Cunningham**, Deck Delegate **Brent R. Johnson**, Engine Delegate **Dennis S. Adjetey**, Steward Delegate **Nasser S. Hasson**. Chairman reminded crew to be aware of ice forming on deck. Those who requested a day off should wait until their reliefs show up before leaving vessel. Secretary thanked everyone for helping keep messhall and lounge clean. He asked them to clean room and leave fresh linen for next person. Educational director encouraged members to enhance their skills at Paul Hall Center, contribute to SPAD for job security and check documents for expiration dates. No beefs or disputed OT reported. Vote of thanks given to steward department for fantastic Thanksgiving Day spread. Next ports: Anchorage, Alaska; Tacoma, Wash.

USNS DAHL (Maersk Line), Nov. 27—Chairman **Walter L. Jeffords**, Secretary **James H. McLeod**, Educational Director **Alexander A. Zharkoff**. Chairman encouraged crew members to be current on their dues. He noted that LMSR/MS contracts requires crew members to renew basic safety training (BST) every five years, regardless of Coast Guard rules. He thanked everyone for helping maintain safety record of ship (no accidents). Educational director talked about importance of upgrading skills at Paul Hall Center. Treasurer stated \$1,138 in ship's fund. Crew voted to have t-shirts and hats made with Dahl logo to sell. No beefs or disputed OT reported. Thanks given to the steward department for great meals, especially over Halloween and Thanksgiving Day holidays. Next ports: Savannah, Ga.; Souda Bay, Crete.

VOYAGER (USSM), Nov. 21—Chairman **Glenn R. Christianson**, Secretary **William P. McGee**, Educational Director **Samuel M. Addo**, Deck Delegate **Charles B. Collins**, Steward Delegate **Ruben Padilla**. Chairman noted handrails missing in various locations on catwalk and advised other mariners to report items in need of

repair. Secretary advised everyone that water problems have been solved. Educational director spoke about taking advantage of upgrading benefits at Piney Point school. Treasurer stated \$500 in ship's fund. No beefs or disputed OT reported. Several suggestions made regarding union's prescription plan, vacation checks and increasing pension benefits. Members thanked steward department for great BBQs and meals. Next ports: Malaga, Spain; Gioia Tauro, Italy; Newark, N.J.

DILIGENCE (Maritrans), Dec. 26—Chairman **Ronald L. Paradise**, Secretary **Michael J.**

Wybo, Educational Director **Shawn L. Clark**, Deck Delegate **Wilfredo G. Caidoy**, Steward Delegate **Bienvenido C. Badillo**. Chairman announced payoff Dec. 26. In Tacoma, Wash. At that time ship go port side for removal of damaged gangway. He asked crew members to be considerate of others when washing clothes at night, especially those items with metal buckles or large snaps (they make a lot of noise). Secretary welcomed SIU trainees **Linsey A. Knight** and **Danny L. Faidley** aboard and to their first shipboard meeting. He talked about shipboard procedures for settling problems. Steward pro-

Industrial Challenger Crew Gathers for Meeting



Following a union meeting aboard the *Industrial Challenger*, Bosun Shawn Williams (right) looks over the minutes, which will be sent to the contracts department at headquarters. With him are ACU Gertrudis Arzu (left) and Steward/Baker Ngol Allen.

Gramer, Educational Director **Richard A. Huffman**, Engine Delegate **Patrick D. Carroll**, Steward Delegate **Harry J. Agatep**. Chairman announced payoff Dec. 29 upon arrival in New Orleans, La. Ship will then load for Braintree, Mass., just south of Boston. He recommended cold weather gear for deck department members. Educational director emphasized importance of upgrading at Paul Hall Center and noted there are opportunities there for everyone. No beefs or disputed OT reported. Chairman discussed SAB 926 regarding crew rotation during recent military ship crew-up. Suggestions made regarding next contract. Gratitude expressed to Steward Gramer and Chief Cook Agatep for delicious Christmas dinner. Thanks also given to SA **Shantay Joquin** for her festive decorations and Christmas spirit. Crew wished Conklin family all the best. Through his hard work and dedication, Ken Conklin touched the lives of many Seafarers.

HORIZON ENTERPRISE (Horizon Lines), Dec. 12—Chairman **Roger J. Reinke**, Secretary **James N. Brockington**, Educational Director **Michael J. Wells**, Deck Delegate **Gavino A. Octaviano**, Engine Delegate **Cecilio A. Banga**, Steward Delegate **Alejo A. Fabia**. Chairman announced payoff Dec. 18 upon arrival in Tacoma, Wash. No shore leave will be given until ship clears customs and immigration. Secretary asked crew to return all videos prior to arrival in Tacoma and to clean room and provide fresh linen for relief personnel. Educational director advised members to take advantage of upgrading opportunities available at school in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done and to Tacoma and Oakland shoregangs for assistance in port. Next ports: Tacoma; Oakland; Honolulu; Guam.

HORIZON RELIANCE (Horizon Lines), Dec. 19—Chairman **Lance X. Zollner**, Secretary **Thomas M.**

vides repair list for any repairs needed. Educational director informed crew passport fees are free to seamen. Clarification from headquarters requested. Treasurer reported number of purchases since last meeting: gas for grill, sodas for BBQ, dart set, and surround-sound system. That leaves \$589.45 in ship's fund. No beefs or disputed OT reported. Memo from headquarters read and posted. Questions raised about new prescription program. Bosun thanked steward department for outstanding job. Next port: Tacoma; Oakland, Calif.; Honolulu.

HORIZON SPIRIT (Horizon Lines), Dec. 2—Chairman **Kenny A. Abrahamson**, Secretary **Charles D. Washington**, Educational Director **Paul D. Hanley**, Deck Delegate **David Garoutte**, Engine Delegate **Gordon L. Hiltbruner**. Chairman informed crew new VCR and DVD player installed. Educational director reminded crew members to upgrade at Paul Hall Center whenever possible and keep all documents current. Treasurer stated \$320 in video fund. No beefs or disputed OT reported. Crew thanked steward department for wonderful Thanksgiving dinner. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

ITB JACKSONVILLE (USS Transport), Dec. 5—Chairman **John R. Lamprecht**, Secretary **Warren G. Lombard**, Educational Director **Stanley M. Sporna**, Deck Delegate **Abedan P. Lujan**, Engine Delegate **Hassin Asumari**, Steward Delegate **Brad E. Stephenson**. Chairman discussed amount of ship's stores brought aboard. Request made for status of new contract and pay increases. No beefs or disputed OT reported. Clarification requested on reimbursement for travel to ship. Suggestion made to reevaluate responsibilities of company and shore facilities to ensure crew members are able to leave premises and not be restricted to ship. Request made for new blankets and bottled water. Good camaraderie among crew was reported.

Time to Talk Union

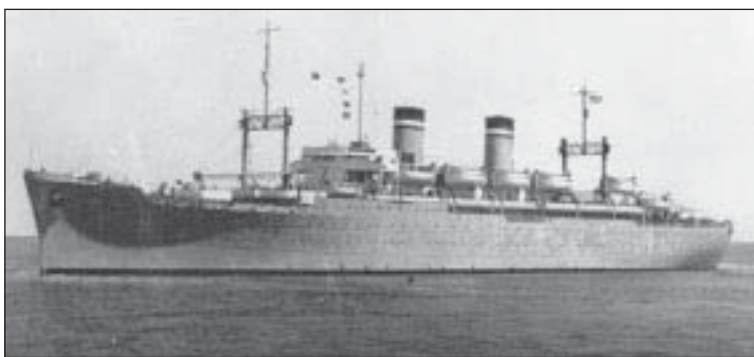


The union meeting aboard the *Industrial Challenger* was a time for everyone to ask questions and be heard. From the left are GUDE Charlotte LeBlanc, QMED/Electrician Earl Ebbert, AB Sherwin Frank and AB John Grayson.



A Brief History of The MSTs

Editor's note: The Military Sea Transportation Service (MSTS) is the forerunner to today's Military Sealift Command (MSC). This account of the organization was published in the Aug. 22, 1966 shipboard newsletter, "The Walker Report" aboard the USNS General Nelson M. Walker.



The USNS General Nelson M. Walker had its own shipboard newsletter, from which the history of the MSTs is reprinted on this page. Built in 1945, the vessel transferred to the MSTs in 1950 with the outbreak of hostilities in Korea. Just last month, the retired ship was being towed to Texas for dismantling.

In support of our nation's defense outposts in the Arctic, the Military Sea Transportation Service (MSTS) has sealifted more than 5 million tons of cargo to the Far North since 1950.

This special mission, called "Operation Sealift for Security," began in 1950 and reached its peak during the 1955-57 operations when MSTs launched the most gigantic logistic assault upon the North polar region ever undertaken by land or aerial forces of any nation.

Termed a logistic miracle by many, this polar "assault" was made to supply men and materials for the construction of the Distant Early Warning (DEW) radar system which, when completed, stretched across the entire Arctic fringe of North America.

During the three-year polar assault, despite encountering the worst ice conditions ever recorded in the Arctic, MSTs sealifted more than 1 million tons of cargo and building equipment, plus 10 million barrels of petroleum products to the DEW Line sites.

This victory over the hazards of wind, ice and fog would not have been possible without the benefit of eight years' experience in polar logistics. MSTs began Arctic operations of a modest scale in 1950 when it began the "Seaborne Supply of the North East Command" (SUNEC) in the Labrador/Greenland areas.

In 1951, over 50 MSTs-controlled ships in support of operation "Blue Jay" transported materials and personnel to build the Air Force Base at Thule, Greenland. Also at that time, the defense sites at Baffin Island and Labrador were established.

Since that time, MSTs has

been resupplying these bases annually.

One of the smallest, yet one of the most interesting, phases of MSTs arctic operations is the resupply of the Pribilof Islands in the Bering Sea. Each year, supplies are sealifted to the U.S. government's sealing stations on barren St. George and St. Paul islands. The seal products returned to the States are worth more than the material carried to the Pribilofs.

In 1957, the long-sought-after Northwest Passage became a reality. Since the 1500s, man has sought a practical deep-draft water passage across the top of North America.

MSTS had to develop such a passage as a possible escape route for MSTs ships, which found an ice blockage across their normal route out of the Arctic. Under the direction of Vice Admiral John M. Will, USN, an MSTs task group in 1957 charted such a route at the top of North America's mainland, through Bellot Strait and its approaches from the westward through Rae, James Ross and Franklin straits.

In nine years, MSTs has succeeded in opening the Arctic to sealift on a previously unheard of scale. Through persistence, patience and sheer daring, MSTs military and civilian crews have "cracked" the Arctic.

Throughout the DEW Line area, "impassable" uncharged, ice-choked backwaters have become well-traveled supply routes. Forbidding shore sites barbed with fast ice and honeycombs of rocks have become mass staging areas for successful over-the-beach operations around the clock.

In 1958, the entire Arctic area

in Northern Alaska and Western Canada was assigned as commercial shipping areas. Each year, thanks to the trail blazed by MSTs, commercial shipping is increasing its role in the Arctic resupply operations.

Much of the credit for the success of the Arctic operations can be attributed to the joint cooperation of the military and civilian personnel who combined forces to get the job done. Their skill and courage in overcoming many challenging problems is a tribute to the organizations they represent. This includes the governments of the U.S. and Canada, the Navy, Army, Coast Guard, Merchant Marine and segments of private industry.

The General Nelson M. Walker was first commissioned as the Admiral H.T. Mayo in 1945. The vessel transported troops between Marseilles, France and the U.S. and between Okinawa, Japan and the U.S. In October 1945, the vessel participated in the first of four "Magic Carpet" voyages to Tokyo and Manila carrying replacements for battle-weary veterans whom the vessel was to bring back home. The final voyages were completed in March 1946. It was renamed the General Nelson M. Walker and in 1965 was transferred to the Military Sea Transportation Service. The ship made five cruises from San Francisco to Japan, Okinawa and Vietnam. Following decommissioning and storage, the vessel was transferred to the Maritime Administration in 1970 and laid up in the James River (Va.) berthing area. Just last month, the retired ship left the James River for Brownsville, Texas, where it will be dismantled.

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.

Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally. 2/05

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. through August 2005. 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	March 7	April 1
	April 18	May 13
	May 30	June 24
	July 11	August 5
	August 22	September 16
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 18	April 22
	June 20	June 24
	August 22	August 26
Bridge Resource Management (Unlimited)	May 9	May 13
Celestial Navigation	March 14	April 8
	May 16	June 10
	July 18	August 11
GMDSS (Simulator)	April 25	May 6
	June 27	July 8
	August 29	September 9
Lifeboatman/Water Survival	April 4	April 15
	May 16	May 27
	June 27	July 8
	August 8	August 19
Radar	April 4	April 13
	June 6	June 15
	August 8	August 17
Radar Renewal (1 day):	April 25, June 27, August 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Feb. 7, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	March 28	May 20
	June 20	August 11
Marine Electrician	April 18	June 13
QMED - Jr. Engineer	June 20	September 8
Welding	March 21	April 8
	April 11	April 29
	May 9	May 27
	August 22	September 9

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	March 14	March 25
	May 16	May 27
	July 18	July 29
Fast Boat Rescue	May 2	May 6
	June 6	June 10
Government Vessels	March 14	March 18
	April 11	April 15
	May 23	May 27
	July 4	July 8
	August 8	August 12
Medical Care Provider	August 22	August 26
	March 28	April 1
	May 30	June 3
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	August 1	August 5
	April 4	April 15
	June 6	June 17
Tankerman (PIC) Barge* (*must have basic fire fighting)	August 1	August 11
	June 27	July 1

Academic Department Courses

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

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 _____

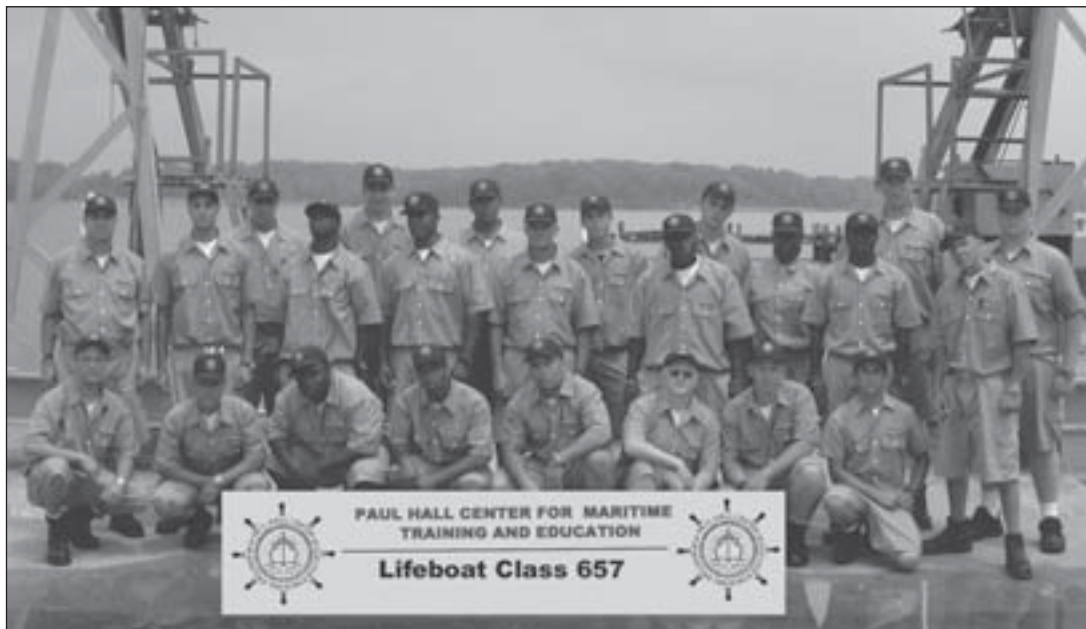
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

2/05

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 657 — Graduating from the water survival class are unlicensed apprentices from class 657 (in alphabetical order) Fausto Aranda, Vincel Banks, Steven Cedres, Clifford Cronan, Wanda Davis, Aaron Dixon, Kenneth Fecher, Jeffery Griffin, Alexander Hill, Jason Jacobs, Edward Johnson, Timothy Littles, Ashley Lund, Michael Moerbeek, Billie Jo Munoz, Roy Nathan, Robert Noble, Garfield Persley Jr., Adam Ramey, Michael Rodriguez, Benny Samosan, William Sanchez, Scott Spillman, Ronald Westerfield and Ryan White.



Able Seaman — Receiving certificates for completion of the AB class ending Dec. 3 are (in alphabetical order) Laurent Abad, Jeremy Abbott, Owen Gallagher, Melvin Gruelle, David Guthrie, Aidan Helt, Christopher Hodder, Forrest Hosier, Gregory Karr, Brian Manion, John Niday, Christopher Paul, Arthur Reeder, Arthur Rogers, Ramiro Rubio, Gregory Scott, Hector Serrano, Douglas Shores and Ben Skuban.



Basic Auxiliary Plant Operations

— Completing this course Nov. 12 are (in alphabetical order) Seafarer Juan Bell and unlicensed apprentices Ernesto Girau, Joshua Lampke, Jeremy Martinez, Robert Oliveto, David Quade, Jamal Ricks, Steben Torres and Jervona Vorise. Their instructor, John Cronan, is at far left.



Bridge Resource Management (BRM) — Graduating from the bridge resource management course Dec. 3 are (in alphabetical order) Jared Blavat, Ian Ferguson, Alexander Fyodorovkyh, Donald McGraw, Jerry Sobieraj and Jerome Wong. At far left is Capt. Jack Russell. Their instructor, Brad Wheeler, is third from left.



Basic Auxiliary Plant Operations — Completing the basic auxiliary plant operations course Dec. 12 are (in alphabetical order) upgraders Manuel Lata and Ryan Neathery and Phase III unlicensed apprentices Robin Bourgeois, Anthony Clark, Christopher Eide, Clark Howard, Richard Murray, Maurice Perry and Adam Soto. Their instructor, John Cronan, is third from left.



FOWT — Graduates from the FOWT course Dec. 17 include (in alphabetical order) Damien Bautista, Dario Dizon, Kenneth Dyson, David Gulick Jr., Damien James, Peter Jensen, Yuriy Khitrenko, Joshua Kilbourn, Ryan Krom, Roger Nesbeth, Felix Osorio, Bruce Placido, Luis Roebuck, David Simpson, Curtis Tobey, Bruce Zarobell and William Zobel. Their instructor, Eric Malzkuhn, is second from left.

Computer Lab Classes



Instructor Rick Prucha (standing at far right in both photos) congratulates SIU members for their accomplishments in the computer lab.

In the photo at left are (seated, from left) Chris Chikwere and Dan Marcus; standing is Abdulmoghni Said.

In the photo at right are (seated, from left) Diane Lee House, William Knorr and David Guthrie; standing are Art Rogers, Mel Orville and Forrest Hoster.



Paul Hall Center Classes



Galley Ops — Working their way up in the galley department are (from the left) Abdul Hamid, Ed White (instructor), Frances Dvoroznak, Mario Rochez and Arlene Ringler (instructor).

Junior Engineer — Seafarers completing the junior engineer course Dec. 17 are (in alphabetical order) Christopher Bounds, Joie Flesner, Jeffrey McIntosh, Nicholas Murgolo, Ashley Nelson, Jason Powell, Marco Rodriguez, Joseph Sam, Christopher Schneider, Demetrius Simmons, Randy Slue, Charles Sneed and Paul Weil. Their instructor, Jay Henderson, is at far right.



Tanker Familiarization Assistant Cargo (DL) — Unlicensed trainees recently completing this course are (in no specific order) Mark Kebulis, Ron Whitlow, Perry Schroff, Teresa Ward, Cheryl Lynch, Scott Spilman, Ben Clark, Timothy Bauer, Anthony Bartley, Jerome Prince, James Ruffin, Frank Lewis, Thia Banks, William Wilson, Stephen Morris, Jonathan Ives, Ron Westerfield and Huey Napier. Their instructor, Jim Shaffer, is at far right.



STOS — Receiving their STOS certificates of completion Jan. 21 from instructor Stacey Harris (far left) are (in no specific order) Melvin Mitchell, Wlodzimierz Arendt, Russell Sawyer, Ryan Johnson, Martin Rogers, Matthew Flickinger, Allan Coloyan, Matt Musslewhite, Jeremy Williams, Luke Bradley, Robert Hall, Jim Williamson and Steven Reiber.



Tanker Familiarization Assistant Cargo (DL) — Another class of unlicensed trainees completing this course are Robert Morrison, Timothy Watson, Ali Saif, Tim Cullen, Frank Muellersman, Evan Werner, Brian Saba, Troy Davis, Joshua Smith, Andre Robinson, Samantha Murphy, Hector Ortiz, Ariel Lopez, Javier Ortiz, George Phillips, Kenneth Williams, Stephen Cooper, Tony Fury, Tony Beasley, Tedrick Blackstone and Paul Brown. Their instructor, Herb Walling, stands in the back at left.



Lifeboatman/Water Survival — With instructor Bernabe Pelingon (standing second from right) are Jan. 21 graduates of the lifeboatman/water survival course. In alphabetical order of Kyle Bloom, David Desrosiers, Dana Fischer, Felix Garcia, Brian Gauntt, Carlos Gay, Richard Otto, Jonas Robinson, Saul Suarez, Dana Thomas and Rick Worthington.

Training in Hawaii



Specially Trained OS — Receiving their STOS certificates of completion Dec. 10 are (in alphabetical order) upgraders Marco Figueroa, Ronald Ramos and Abdulmoghni Said and Phase III unlicensed apprentices Michael Broadway, John Frey, William Hunt, Cleveland Lewis, Sean Mitchell, James Nickerson, Norman Rodriguez, Derek Rye, Martin Simmons and Nigel Williams.



Crowd Management Training Class #1 — Many of the students completing this class also were in Class #1 of basic safety training. Above are (in no particular order) Tanya Lowe, Carlos Saflor, Arvilee Branch, William Kupa, Julie Fancois, Robyn Moors, Sherell Reis, Jonathan Williams, Dana Berney, Jacqueline Ortez, Kahainuk Lahens, Peter Winkley and Bobby Joe Harris.



DUE ON APRIL 15

Applications for SIU Scholarship — page 14
 Income Taxes — See *Tax Tips for Seafarers*
 on pages 12 and 13

Happenings in Houston

The U.S. Maritime Security Program (MSP) fleet continued its recent upgrade late last year as SIU members crewed up two newly reflagged containerships for Waterman Steamship Corp.: the *P&O Nedlloyd Veracruz* and the *P&O Nedlloyd Buenos Aires* (pictured at right in Houston).



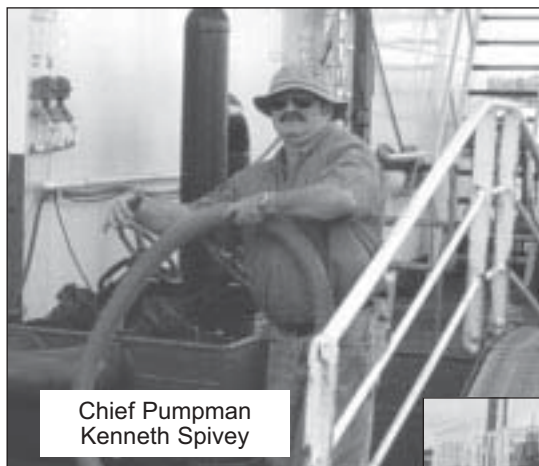
Aboard the P&O Nedlloyd Buenos Aires



The captain and crew of the newly reflagged *P&O Nedlloyd Buenos Aires* pose for a group picture before sailing from the port of Houston.



Chief Cook Cesar Avila and SA Faustino Castillo have no trouble finding their way around the galley of the Waterman containership.



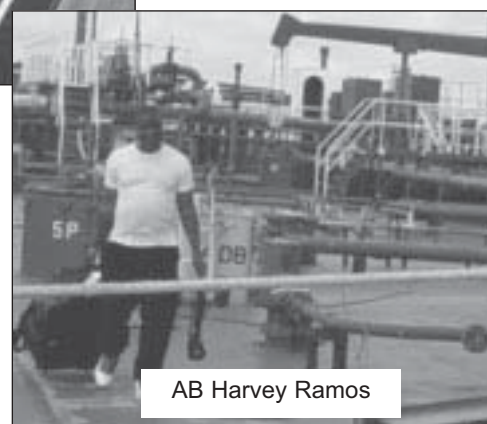
Chief Pumpman
Kenneth Spivey



Recertified Steward
Donna DeCesare

Aboard the Puget Sound

These photos were taken aboard the *Puget Sound* in October of last year when the ship—which formerly was part of the ATC fleet and was turned over to OSG—recrewed in the port of Orange, Texas.



AB Harvey Ramos



John Zepeda is the recertified bosun aboard the *Puget Sound*.



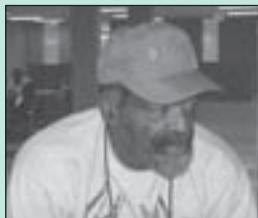
Many Seafarers and family members volunteered to help serve the meal.

Thanksgiving in Houston



The line was long—but it went quickly and was well worth the wait.

SIU members, along with their families and guests, were treated to Thanksgiving dinner at the Houston hall Nov. 24, 2004. Twelve turkeys as well as ham and the traditional holiday trimmings were prepared by Seafarers to serve the nearly 150 attendees.



Left: Retiree Ralph Moore helps with the preparations.



Right: This is just one of the serving tables laden with delicious holiday fare.



Patrolman Kevin Marchand (left) and Seafarer Randy Stevens carve the turkeys.



AB Thomas Corrales enjoys the dinner with his family.

Right: Included among those who joined in on the holiday feast are (from left) Joe Clark, Sandra Leonard, Francisco King, a guest and Richard Henry.



Payoff on the Liberty Eagle

When the *Liberty Eagle* held a recent payoff in the port of Houston, some of the crew posed for a group shot. They are Chief Cook Marcial Avila, GUDE Valerio Manaiza, Patrolman Michael Russo, GUDE Leonel Montes, QMED Stephen Treece, Steward/Baker Pablo Alvarez and departing Chief Cook Johnny Palencia.

