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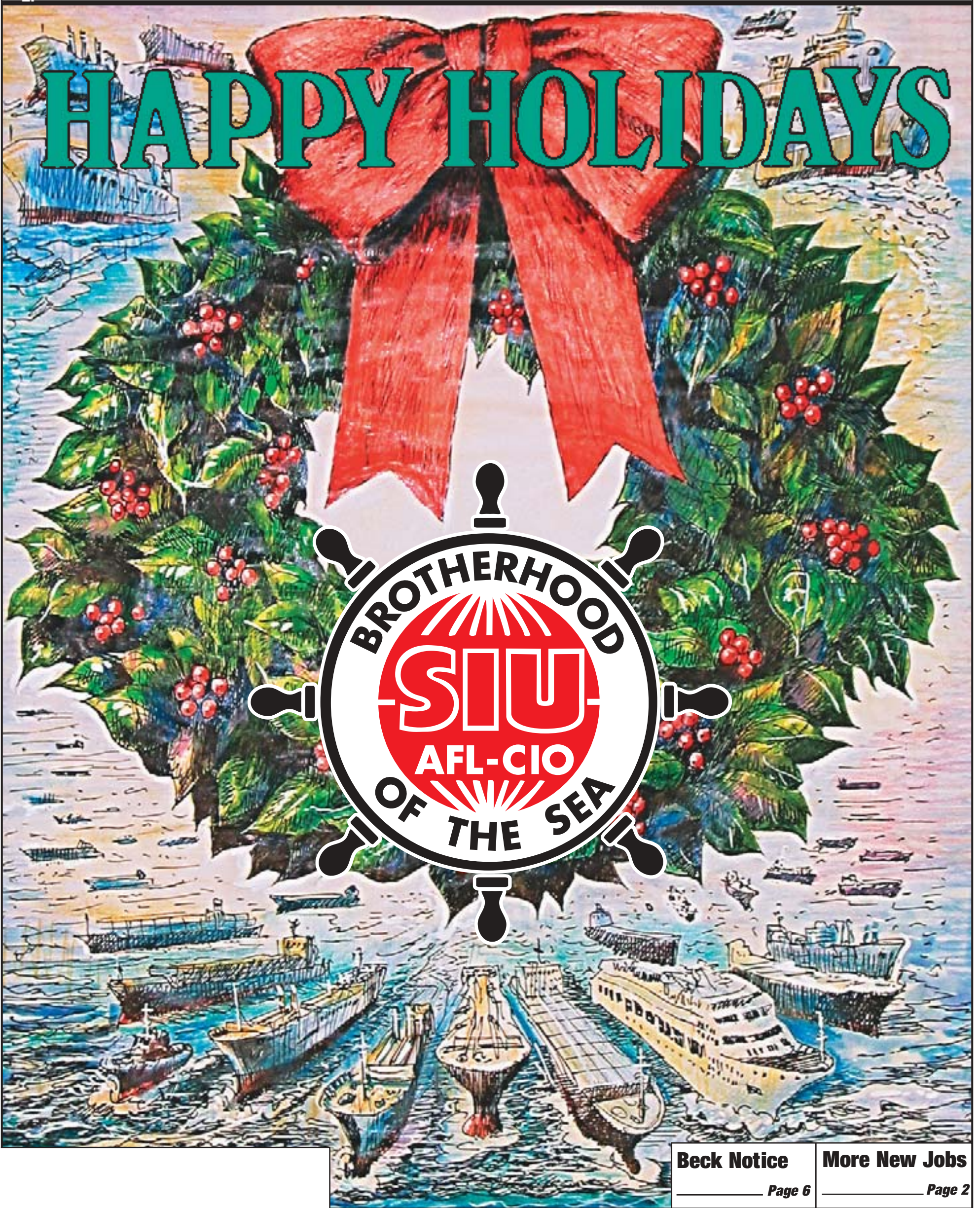
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Volume 66, Number 12

December 2004

# SEAFARERS LOG

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



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**More New Jobs**

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## President's Report

### Political Action—Always a Must

With the new Congress just around the corner, Seafarers will have a lot at stake, both from a maritime standpoint and as part of the labor movement.

Some of the most important issues we'll advance during the coming year are the need for a strong U.S.-flag fleet, improving the critical state of health insurance, and recognizing that the freedom to choose union representation is a fundamental human right.

As usual following Election Day, we already know there will be dozens of new members of the House and Senate come January, because of election results as well as retirements and career changes. As always, the SIU will make sure that those new legislators are familiar with the U.S. Merchant Marine, our issues and how we help boost America's national and economic security.

Preserving and growing our industry is a never-ending job. As Seafarers know, we're in one of the most heavily regulated trades in the nation. That was true before the attacks of September 11 and it's even more true today. And that alone is enough reason why it's vital for us to remain politically active.

We have further incentive, though. The U.S.-flag fleet constantly is under attack from foreign-flag interests on every imaginable level. Whether it's cabotage laws or cargo preference or crew size or some other key part of our livelihoods that's governed by federal laws, the confrontations don't stop. The need to make sure our voices are heard on Capitol Hill doesn't stop either.

On that note, I thank the membership for your continued support of SPAD, the union's voluntary political action fund. SPAD is essential for the SIU's survival. Your support is just as important today as it was in the weeks and months leading up to Election Day. As we say in the SIU, "Politics is pork chops," and "It takes a four-letter word (SPAD) to be heard!"

Without question, politics also will play a big part in solving our country's health care crisis. I've written about this subject many times this year, because it's an issue that threatens every working family across the nation. Health insurance is the number one issue in contracts, and for some other unions it has led to strikes and lockouts from coast to coast.

Last month, voters throughout the U.S. identified affordable health care as among their greatest concerns. It's easy to understand why. The SIU will continue working with the other maritime unions and the rest of the labor movement to help solve this devastating problem.

We also will step up to fight for protection of the freedom to choose union representation—one of the most important and hard-earned rights in America. Technically, the law gives workers that freedom of choice. Realistically, employers across the country continue to use threats, coercion and intimidation to block workers' efforts to unionize, often with little or no penalty.

Upholding employees' rights to freely choose whether to form unions is the correct thing to do. In the long run, it's also obviously important to the continued existence of all unions.

These aren't the only issues we'll be working on in the next Congress, but they're good indicators of what's on the line and why we must always stand up for ourselves. We must protect our livelihoods, because no one's going to do it for us.

### Happy Holidays

To all Seafarers, retirees and their families, I wish you the safest and happiest holiday season and a great New Year. I especially ask that all of you join me in keeping our brother and sister Seafarers who are sailing in support of our armed forces in your thoughts and prayers. May they all have successful missions and safe return voyages, and the same goes for our troops overseas.

Happy holidays and may God bless the SIU!

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



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## 'Lewis and Clark' Ships Signal More New Jobs for CIVMARs

Construction recently started on the second ship in the U.S. Military Sealift Command's T-AKE program—a new class of combat logistics force vessels designated the Lewis and Clark class.

Members of the SIU's Government Services Division will fill the unlicensed positions on the new ships. Overall, the U.S. Navy has awarded contracts for six new Lewis and Clark dry cargo/ammunition ships—with options for an additional six vessels.

The ships are being built at the National Steel and Shipbuilding Company (NASSCO) in San Diego.

At a mid-September ceremony for the second vessel, Mrs. DeAnne Sutton, wife of U.S. Navy Commander George Sutton of the NAVSEA Program Office, made the first cut on the ship's first steel plate to signify the start of construction. The vessel will be named the *Sacagawea* in honor of the Shoshone Indian woman who acted as guide and interpreter for Lewis and Clark on their expedition into the Northwest region of the United States from 1804-1806.

The first T-AKE, which has been under construction at NASSCO for a year, will be named the *Lewis and Clark*.

According to the shipyard, the T-AKE is the first new combat logistics force ship designed for the Navy in almost 20 years. The yard further noted that the new class combines lower-cost commercial ship design features with high-performance, proven international marine technologies such as integrated electric-drive propulsion.

The T-AKEs will be 689 feet long, with beams of 105 feet and a design draft of 30 feet. The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of marine diesel



The *Lewis and Clark*, pictured last month in San Diego, is scheduled for delivery in 2005.

fuel. They will have 40-year life expectancies.

In addition to the six T-AKEs, NASSCO is building four double-hull oil tankers for BP Shipping Company of Alaska, the first of which was delivered—and crewed by SIU members—in August.

## Seafarers Continue OIF3 Mobilization

As activations continued for the third phase of Operation Iraqi Freedom's sealift component, 40 SIU-crewed ships had been mobilized by mid-November.

That total included 21 ships from the Ready Reserve Force, 17 U.S. Military Sealift Command vessels and two from the U.S.-flag commercial fleet.

"SIU members have answered the call throughout Operation Iraqi Freedom," noted SIU President Michael Sacco. "The membership has demonstrated great respect for and support of our troops, and I know they're proud of our role as part of the nation's fourth arm of defense. We'll continue to deliver the goods, wherever and whenever needed."

The following Seafarers-crewed ships are among those sailing in support of OIF3. Vessel operators are listed first:

AMSEA's *Cape Jacob*; Crowley's *Cape Inscription*, *Cape Intrepid*, *Cape Island* and *Cape Wrath*; Interocean Uglan Management's *USNS Chesapeake*, *USNS Petersburg*, *Northern Lights*, *Westward Venture* and *Independence*; Keystone's *Cape Race*, *Cape Rise*, *Cape Knox*, *Cape Orlando* and *Cape Vincent*; and Maersk Line, Limited's *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*.

Also underway are Mormac's *Cape Decision*, *Cape Domingo*, *Cape Douglas*, *Cape Ducato*, *Cape Edmund*, *Cape Horn* and *Cape Hudson*; Pacific-Gulf Marine's *Cape Farewell*; and American Ship Management's *USNS Brittin*, *USNS Benavidez*, *USNS Gilliland*, *USNS Gordon*, *USNS Fisher*, *USNS Pillilau*, *USNS Seay*, *USNS Yano* and *Cape Girardeau*.



The *USNS Pomeroy* (above) and *Cape Intrepid* (below) are among 40 Seafarers-crewed ships that had mobilized for OIF3 by mid-November.



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

During a U.S. Senate Seapower Subcommittee hearing earlier this year, U.S. Senator Edward Kennedy, the ranking

Democrat on the subcommittee, described the RRF as "one of the great successes. We followed that very closely in this (Armed Services) committee. Their ships have done an extraordinary job."

In a prepared statement, Gen. John W. Handy, USAF, commander, U.S. Transportation Command (TRANSCOM); Vice Adm. David L. Brewer III, USN, commander, Military Sealift Command (MSC); and Maj. Gen. Ann E. Dunwoody, USA, then the commanding general, Surface Deployment and Distribution Command, noted, "The increased readiness standards and maintenance of our RRF have made it more efficient and better able to meet lift requirements than ever before. The RRF today is a well-maintained, ready force of 31 surge roll-on/roll-off ships and 37 special-purpose sealift ships."



# Newer Maersk Vessels Join MSP Fleet

Seafarers are sailing aboard five containerships operated by Maersk Line, Limited (MLL) that have transferred into the U.S. Maritime Security Program, replacing older tonnage. A sixth MLL vessel was scheduled to enter the fleet in late November or early December.

As previously reported, agreements were signed Oct. 1, 2004 between MLL and the U.S. Maritime Administration to transfer the Maritime Security Program contracts on six existing SIU-crewed MSP vessels built in

the 1980s and managed by U.S. Ship Management, Inc. (USSM) to six newer containerships.

Seafarers crewed up MLL's *Sealand Charger* Oct. 28 in Los Angeles; the *Sealand Meteor* Nov. 9 in Dubai; the *Alva Maersk*—since renamed the *Maersk Alabama*—Nov. 10 in Dubai; and both the *Sealand Intrepid* and *Sealand Comet* Nov. 16 in Los Angeles. The *Sealand Lightning* was due to join the fleet in Southern California after press time for this issue of the *LOG*.

The replacements were approved by the Maritime Administration and the U.S. Transportation Command and represent a significant improvement in the ability of MLL's U.S.-flag fleet to serve its military and commercial customers.

In a recent press release, Maersk noted that MSP age limits require that older vessels be replaced in the current program before reaching 25 years of age. The fate of the six replaced vessels will be determined soon, but they are likely to operate in Maersk's international fleet.

The Maritime Administration describes the Maritime Security Program as "a fundamental element of the U. S. maritime trans-

portation system, providing an active, privately owned, U.S.-flag, and U.S.-crewed liner fleet in international trade which is available to support Department of Defense sustainment in a contingency."

The MSP was established by the Maritime Security Act of 1996 and provides annual funding for up to 47 vessels to partially offset the higher operating costs of keeping these vessels under U.S.-flag registry. MSP payments represent approximately 13 percent of the cost of operating U.S.-flag vessels.

Last December, President Bush signed a 10-year extension of the MSP, set to begin next year when the current program expires. The updated MSP increases the number of participants from 47 ships to 60 ships and provides financial assistance to construct five newly built tankers in the United States that are capable of carrying military petroleum products during a war.

The MSP helps maintain a pool of well-trained American seafarers 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.



Ready for a lifeboat drill on the *Sealand Charger* are AB George Barber, AB Nasir Isa, GVA Charlie Powers, AB William Horton, AB Eduardo Malabad, Steward/Baker Roger Linasan and Chief Cook Willy Owens.



The ship's port of registry and IMO numbers are updated in Los Angeles in late October.



Chief Cook Owens and QEE Howard Hendra check out the galley aboard the *Sealand Charger*.

## Balloting Continues In SIU Election

Voting began last month and will continue through Dec. 31 for the election of officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU.

Balloting is taking place at 21 SIU halls throughout the country. Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2005-2008 term. This, of course, includes eligible members who were in the NMU when that union merged into the AGLIWD in 2001.

The ballot also includes two proposed constitutional amendments.

Seafarers may obtain their ballots from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 31.

The ballot includes the list of candidates seeking the posts of president, executive vice president, secretary-treasurer, eight vice presidents, six assistant vice presidents and 10 port agents (for a total of 27 positions) along with the two proposed constitutional amendments.

At the union halls, a member in good standing (upon presenting his or her book) is given a ballot and two envelopes. After his or her selection is marked, the

ballot is folded and placed inside an envelope marked "ballot." That envelope then is sealed inside a postage-paid envelope bearing the mailing address of the bank depository where ballots are kept until submitted to the union tallying committee.

The rank-and-file tallying committee, consisting of two members from each of the union's constitutional ports, will be elected in December. They will convene in early January to tabulate ballots and announce the election results.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations, the constitutional committee's report and other related information appears on pages 6-11 of the October 2004 issue of the *Seafarers LOG*. The same information is available on the internet at [www.seafarers.org](http://www.seafarers.org), in the *Seafarers LOG* section.

Additionally, a notice of the election was mailed in October to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.



SIU Port Agent Neil Dietz (seated) reviews balloting procedures with Seafarers Chris Hyatt (center) and Eddie Thomas at the union hall in Honolulu.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Friday, Dec. 31, 2004 to celebrate the New Year's Day holiday and Monday, Jan. 17, 2005 for the observance of Martin Luther King Jr.'s birthday (unless an emergency arises). Normal business hours will resume the following workday.

## Union Families Again Provide Big Turnout on Election Day

Union families had a big impact on Election Day, accounting for one out of four voters, according to a survey by Peter D. Hart Research Associates, Inc. The survey showed that there were 27 million union household voters.

AFL-CIO leaders said the unprecedented grassroots participation by working men and women in the "biggest, most unified labor program ever" will generate gains for working families. "We're going to take that energy, momentum, technology and field operation and start right now building a movement that will keep turning this country around," said AFL-CIO President John Sweeney.

According to the Hart Research polling, union members cited jobs and the economy, the war in Iraq and health care as among their top issues.

From a maritime perspective, as was the case four years ago, a solid group of pro-maritime legislators won their respective elections in the House and Senate, according to SIU Political Director Terry Turner. Additionally, President George W. Bush—whose administration has a strong record of supporting the U.S. Merchant Marine—won reelection.

"Many people were re-elected who understand the importance of a strong U.S.-flag fleet," Turner stated. "As always, there also are some new faces in both houses of Congress. The SIU will do everything possible to make sure those legislators know the vital role of the U.S. Merchant Marine."

According to the AFL-CIO, the national federation of trade unions, more than 5,500 full-time staff or union members worked in battleground states—up from 1,500 in 2000. The numbers of full-time staff or union members in only three

states in 2004—Ohio (728), Pennsylvania (723) and Florida (514)—exceeded the total number nationwide in 2000.

More than 225,000 volunteers participated in the Labor 2004 program. Union members knocked on more than 6 million doors in neighborhood walks that ran daily in many states since Labor Day. Volunteers made more than a hundred million phone calls and passed out more than 32 million leaflets at workplaces and in neighborhoods. Union members reached out at 257 phone banks with 2,322 lines running in 16 states. The AFL-CIO's program sent out more than 30 million pieces of mail to union households—not including mailings sent by affiliate unions to their members independently.

"Through our political program, we have invested in our future," said AFL-CIO Political Director Karen Ackerman. "More unions than ever participated on a large scale in the AFL-CIO's coordinated program. We have now set the stage to bring working family friendly candidates into office throughout the nation."

Working America, the AFL-CIO's new national organization for working people, played a key role. Working America has 750,000 members, and is in touch with a total of 1.1 million members of working family households, offering information on where the candidates stand on such key issues as jobs, health care and overtime pay.

The AFL-CIO's non-partisan voting rights project, "My Vote, My Right," began forming community partnerships over the summer which met with elections officials, educated voters, and recruited and trained poll watchers.





# New Contracts Take Seafarers into the New Year

Seafarers recently approved a number of first-rate contracts to take them into the new year and beyond. SIU Vice President Contracts Augie Tellez credited the negotiating committees for outstanding work in presenting the membership with agreements that will enable them to maintain or improve on many of the benefits that are vital to providing a good quality of life both at sea and ashore.

On Oct. 6, crew members employed aboard inland vessels operated by Allied Transportation, Inc. ratified a new three-year agreement. The contract provides for the continuation of top-of-the-line health benefits and

wage increases over its duration. Additionally, crew members will maintain their pension credits for each day worked.

Mate **Marty Marevy** and Engineer **James Woods**, who sat on the negotiating committee, were pleased with the proposal they were able to bring to the membership for a vote.

Also in October, crew members working aboard inland vessels operated by Cape Fear Towing, Inc. unanimously ratified a new three-year pact.

Captains **Eddie Green** and **Douglas McDonald** and Mate **Roy Honeycutt** served on the negotiating committee. They came away with a contract that

continues a high level of health coverage and pension credit for eligible crew members and offers across-the-board overtime rate increases.

A majority of crew members employed aboard USS Transport vessels ratified a new three-year agreement Oct. 25. In addition to wage and overtime boosts throughout the life of the pact, as well as excellent health and dental benefits, a section was added regarding transportation rates for travel of less than 200 miles.

Crew members of the Keystone Barge fleet were presented with a new five-year agreement, which they unanimously ratified Oct. 11. Chief among the provisions were



SIU members aboard the *Charleston* (above) and seven other ships in the USS Transport fleet recently approved a new three-year contract. Other new agreements were ratified by Seafarers working aboard Allied Transportation, Cape Fear Towing and Keystone Barge Services vessels.

wage and overtime increases in | reimbursement for safety shoes for each year as well as an annual | permanent and trip tour personnel.

## CIVMAR Notice MSC Proposes New Changes To CMPI 610

The union has received a notice from the Military Sealift Command (MSC) that the agency is ready to begin negotiations over Civil Marine Personnel Instruction Section 610. This section discusses hours of work, work rules, overtime and penalty pay provisions.

The union is reviewing the proposal and preparing questions for APMC negotiators. After the responses are reviewed, the union will submit proposals and negotiations will begin.

The SIU will keep CIVMARS up-to-date on this process via the LOG, e-mail messages to the vessels and ship visits. Questions regarding this process may be sent to your union representatives or e-mailed to [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org)

## CIVMAR News

### New Health Care Options Available for 2005

Officials at the Office of Personnel Management (OPM) recently announced new health-care options that may be of interest to members of the union's Government Services Division.

For next year, the health benefits programs offered to federal employees will include 18 "high-deductible" plans. According to the OPM, "A High Deductible Health Plan (HDHP) with a Health Savings Account (HSA) or a Health Reimbursement Arrangement (HRA) provides traditional medical coverage and a tax-free way to help you build savings for future medical expenses. The HDHP/HSA or HRA gives you greater flexibility and discretion over how you use your health care benefits."

On its web site, the agency notes that the HDHP "features higher annual deductibles (a minimum of \$1,050 for Self and \$2,100 for Self and Family coverage) than other traditional health plans. The maximum amount out-of-pocket limits for HDHPs participating in the FEHB Program in 2005 is \$5000 for self and \$10,000 for Self and Family enrollment. Depending on the HDHP you choose, you may have the choice of using in-network and out-of-network providers. Using in-network providers will save you money. With the exception of preventive care, you must meet the annual deductible before the plan pays benefits. Preventive care services are generally paid as first dollar coverage or after a small deductible, or co-payment. A maximum dollar amount (up to \$300, for instance) may apply."

The program's "open season" began Nov. 8 and ends Dec. 13.

The OPM further pointed out, "When you enroll in an HDHP, the health plan determines if you are eligible for a Health Savings Account (HSA) or a Health Reimbursement Arrangement (HRA). If you are Medicare enrolled, you are not eligible for an HSA. Each month, the plan automatically credits a portion of the health plan premium into your HSA or HRA, based on your eligibility as of the first day of the month. You can pay your deductible with funds from your HSA or HRA. If you have an HSA, you can also choose to pay your deductible out-of-pocket, allowing your savings account to grow."

More information is available on line at: <http://www.opm.gov/hsa/>

## Tribute to Hospital Ship Unveiled At Arlington National Cemetery

A quilt commemorating the service of the hospital ship *USNS Comfort* in Operation Iraqi Freedom was unveiled on Veterans' Day during a ceremony at the Women in Military Service Memorial at Arlington National Cemetery in Arlington, Va.

The *Comfort* is crewed by members of the union's Government Services Division and is one of only two hospital ships in the Navy. It deployed from Baltimore in support of Operation Iraqi Freedom on Jan. 10, 2003, and served in the Persian Gulf from March 5-June 21, 2003.

A 1,000-bed hospital facility with 12 fully equipped operating rooms, the *Comfort* treated nearly 700 patients, including U.S. military forces, Iraqi freedom fighters, wounded civilians and enemy prisoners of war.

While deployed to the Middle East, Lt. Paula Godes, MSC, USNR, a Navy physical therapist and one of more than 1,160 medical personnel stationed aboard the *Comfort* during its activation, wanted to tell the story of *Comfort's* mission in OIF and acknowledge the heroism and kindness displayed every day by her fellow shipmates to their patients.

An avid quilter whose sewing machine traveled with her to the Middle East, Godes set out to complete a small project commemorating the *Comfort* and her crew. It grew to be much more than that.

As word spread about the quilt, more than 800 people got involved, from other medical personnel aboard the *Comfort* to quilters all across the country who donated fabric and supplies. More than 60 women in a Northern Virginia quilters' guild also volunteered their time, stitching the layers of the quilt together after the *Comfort* returned home.

In her address at the ceremony marking the quilt's dedication, Godes said, "This quilt represents over 2,000 hours of work. It is a story that pays tribute not only to the crew of the *Comfort* but to those we served and cared for—the Americans, coalition forces and the Iraqis we were sent to liberate."

The *Comfort* quilt is currently on display at the Women in Military Service Memorial at Arlington National Cemetery.



The *Comfort* quilt was the brainchild of Lt. Paula Godes, MSC, USNR, a physical therapist aboard *USNS Comfort* during its deployment in the Persian Gulf. Godes says she was inspired to tell the story of the *Comfort* in OIF "in an artistic way that symbolized the very warmth and comfort we provided. And what symbolizes warmth and comfort better than a quilt?"

## Benefits Conference Dates Announced

Officials from the Seafarers Health and Benefits Plan (SHBP) early next year will begin conducting benefits conferences at SIU halls to update members, pensioners and spouses on the latest happenings with the various Plans.

As of press time for this edition of the *Seafarers LOG*, officials announced the following conference dates and locations. The Piney Point conference is scheduled to start at 9:30 a.m. Each of the others will begin at 10:30 a.m. local time.

DATE	DAY	LOCATION
Jan. 3	Monday	Piney Point, Md.
Jan. 4	Tuesday	Baltimore
Jan. 5	Wednesday	Philadelphia
Jan. 7	Friday	New York
Jan. 13	Thursday	Houston
Jan. 14	Friday	New Orleans
Jan. 18	Tuesday	Mobile, Ala.
Jan. 26	Wednesday	Jacksonville, Fla.
Jan. 27	Thursday	Fort Lauderdale, Fla.
Jan. 28	Friday	San Juan
Feb. 3	Thursday	Norfolk, Va.
Feb. 8	Tuesday	Wilmington, Calif.
Feb. 14	Monday	San Francisco
Feb. 15	Tuesday	Tacoma, Wash.



# U.S. Government Report Cites Need for Tighter Security on Shipping Containers

## President Bush Signs Homeland Security Appropriations Act

Federal inspectors of oceangoing shipping containers need to improve their detection equipment and search procedures to prevent terrorists from sneaking weapons of mass destruction into U.S. ports.

This was the finding of a Department of Homeland Security (DHS) report released Oct. 15. According to several sources, the department's inspector general acknowledged that U.S. Customs and Border Protection (CBP) has made security changes and has others planned for future implementation. Clark Kent Ervin said he still has recommendations to improve the equipment that detects threatening cargo, such as nuclear material, and make inspection procedures more effective.

"Improvements are needed in the inspection process to ensure that weapons of mass destruction or other implements of terror do not gain access to the U.S. through oceangoing cargo containers," Ervin wrote in the report.

U.S. Rep. Jim Turner of Texas, the top Democrat on the House Homeland Security Committee, said the government needs to put specialized radiation monitors at all U.S. ports and have enough people to physically inspect cargo containers that set off radiation alarms.

While improvements in cargo inspection have been made since Sept. 11, 2001, less than 5 percent of containers are inspected. "We all know that the number one threat faced by the American people is a nuclear weapon in the hands of a terrorist," Turner said. "It illustrates what a wide gap there is in the rhetoric of protecting the homeland and the reality

of what we are actually doing. It is one security gap that has got to be closed."

Turner and U.S. Rep. John Dingell (D-Mich.) requested the report after an ABC News team smuggled 15 pounds of depleted uranium into the United States in 2002 and 2003. ABC cited experts who said that shielded depleted uranium had the same signature as shielded weapons-grade uranium—a finding the agency has rejected.

DHS spokesman Dennis Murphy cast doubt on the ABC experiment's validity, saying depleted uranium is used in everyday items, including elevators and jets. He said it only carries a risk if heated to a point that microscopic pieces can be inhaled.

The inspector general said senior scientists from the Pacific Northwest National Laboratory concluded that the DHS agency now has tools that can detect both depleted uranium and highly enriched uranium that could be used in a weapon, but the ability to sense them is reduced in certain conditions. Those conditions were not publicly disclosed.

Ervin's report makes recommendations to improve the equipment, but they were not disclosed. The report also urged better training and search procedures to be followed by cargo inspectors.

Today, if a container creates an alert, Murphy said, experts at the always-open National Targeting Center work with inspectors at the ports to determine if there is a problem. He said everyday items, including dirt and bananas, are known to set off alarms.

Elsewhere, President George W. Bush on Oct. 18 signed the FY 2005 Homeland Security

Appropriations Act, which provides \$28.9 billion in net discretionary spending for the DHS.

This is \$1.8 billion more than the FY 2004 enacted level—reflecting a 6.6 percent increase in funding for the DHS over the previous year. Including Project BioShield, mandatory and fee-funded programs, a total of \$40.7 billion will be available to the department in FY 2005. The Act is intended to allow the DHS to build upon significant investments by improving the nation's safeguards against terrorism, while sustaining the many other important departmental activities.

The Act includes \$419.2 million in new funding to enhance border and port security activities, including the expansion of pre-screening cargo containers in high-risk areas and the detection of individuals attempting to illegally enter the United States.

Additional funding for the U.S. Coast Guard (\$500 million, an 8.6-percent increase) is aimed at upgrading port security efforts and providing additional resources to implement the Maritime Transportation Security Act. Key enhancements funded by the Act include:

- The Container Security Initiative (CSI) focuses on pre-screening cargo before it reaches our shores. The Act includes an increase of \$25 million over the current program funding of \$101 million to continue both Phases I and II, as well as to begin the final phase of CSI.
- The United States Visitor and Immigrant Status Indicator Technology (US VISIT) program's first phase was deployed at 115 airports and 14 seaports. US VISIT expedites the arrival and departure



White House Photo by Tina Hager

President George W. Bush signs the FY2005 Homeland Security Appropriations Act into Law. With the president are members of the Department of Homeland Security staff, including Secretary Tom Ridge, right.

of legitimate travelers, while making it more difficult for those intending to do us harm to enter our nation. The Act provides \$340 million in 2005, an increase of \$12 million over the FY 2004 funding, to continue expansion of the US VISIT system.

- Aerial Surveillance and Sensor Technology increases the effectiveness of the more than 12,000 Border Patrol agents deployed along the borders, and supports other missions such as drug interdiction. The Act includes \$64.2 million for CBP to enhance land-based detection and monitoring of movement between the ports. The Act also includes \$28 million for CBP to increase the flight hours of P-3 aircraft and \$12.5 million for long range radar operations.
- Radiation Detection Monitors screen passengers and cargo coming into the United States. The Act includes \$80 million for the next generation of screening devices for our nation's ports of entry.
- CBP Targeting Systems aid in identifying high-risk cargo and passengers. The Act includes an increase of \$20.6 million for staffing and tech-

nology acquisition to support the National Targeting Center, trend analysis, and the Automated Targeting Systems.

- The Customs Trade Partnership Against Terrorism (CTPAT) focuses on partnerships to improve security along the entire supply chain, from the factory floor, to foreign vendors, land borders and seaports. The FY 2005 appropriation includes an increase of \$15.2 million for this effort.

The Act increases the U.S. Coast Guard's budget by 9 percent—from \$5.8 billion in FY 2004 to \$6.3 billion in FY 2005. In addition to maintaining its ongoing mission, the budget provides more than \$100 million to support the implementation of the Maritime Transportation Security Act, which will increase the Coast Guard's ability to develop, review and approve vessel and port security plans, improve underwater detection capabilities, and increase the intelligence program. The budget also provides for the Coast Guard's ongoing Integrated Deepwater System initiative, funding the program at \$724 million, an increase of \$56 million over the FY 2004 funding level.

## Prospects Improve for ANWR Drilling

The chances of opening the coastal plain of the Arctic National Wildlife Refuge (ANWR) to oil drilling improved following Election Day, according to press reports and a statement from the coalition Arctic Power.

The coalition—a non-partisan, nonprofit group founded in 1992—described the likelihood for passage of pro-drilling legislation as "looking better than ever. 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 supported by a majority of the members of the House of Representatives. Although in the past the U.S. Senate has consistently supported ANWR proposals, last year the Senate fell short by two votes to pass a comprehensive energy bill including an ANWR provision. It is hoped that with a new wave of freshman senators joining the Senate in January 2005, any ANWR legislation will have an easier time of making it to the president's desk."

In recent newspaper interviews, U.S. Rep. Richard Pombo (R-Calif.), chairman of the House Resources Committee, said that 2005 brings "probably the best chance we've had" to open the coastal plain to drilling. U.S. Senator Pete Domenici (R-N.M.), chairman of the Senate Energy and Natural Resources Committee, stated, "With oil trading at nearly \$50 a barrel, the case for ANWR is more compelling than ever. We have the technology to develop oil without harming the environment and wildlife."

Throughout the fight to open the coastal plain for

safe exploration, some of the strongest pro-drilling arguments have come from Alaskans themselves. For instance, U.S. Rep. Don Young (R-Alaska) and Alaska Governor Frank Murkowski last year told the MTD executive board that ANWR exploration potentially offers substantial benefits for the entire nation.

"If we get ANWR, we will have, in fact, developed more merchant marine jobs than any other time in the last 25 years, ever since we built the pipeline," stated Young. He added that ANWR exploration would not impact the "pristine area in Alaska. We have 147 million acres now that are still pristine and will always be pristine—and we're talking about 2,000 acres (for potential exploration, all of it essentially an arctic desert). That will deliver us 1 million barrels of oil for the next hundred years."

Murkowski said ANWR signifies good jobs for U.S. citizens. "That's what this issue is all about. Jobs for Americans. Jobs here in the United States. Good-paying jobs."

Murkowski continued, "When you really think about it, these are jobs building new ships. These are jobs crewing new ships built in U.S. yards with U.S. crews. We shouldn't be shy about this because we're talking about using it to the advantage of the country. ANWR will create good-paying jobs. It will reduce our dependence on foreign imported oil and create revenue for the federal government. Now I ask you, what's wrong with that kind of formula? It's a winner all the way."

## MarAd Recognizes Manpower Staff



U.S. Maritime Administrator Capt. William Schubert on Nov. 15 presented an award in Washington, D.C. to the staff of the manpower office at the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. The award recognizes the staff's dedication shown throughout Operations Iraqi Freedom and Enduring Freedom—mobilizations that often have meant very long hours for the employees who help with the logistics of crewing up U.S.-flag military support ships. Pictured with the award are (from left) Paul Hall Center VP Don Nolan, manpower staff members Ginger Bagwell, Carol Johnson, Bonnie Johnson, Terri Gerek, Sylvia Texeira and Giselle Viehl and Manpower Director Bart Rogers.





# USNS Rainier Returns from Deployment with Carrier Strike Group

The fast combat support ship *USNS Rainier*, crewed by members of the union's Government Services Division, recently returned from a five-month deployment to the Western Pacific as a part of the *USS John C. Stennis* Carrier Strike Group.

According to the U.S. Military Sealift Command (MSC), the *Stennis* strike group participated in three major exercises during this deployment—Exercise Northern Edge, Rim of the Pacific exercise 2004 and a joint air and sea training exercise with the *USS Kitty Hawk* strike group.

During its deployment, the *Rainier* provided more than 49 million gallons of fuel for the strike group. That amount of fuel would fill 100 Olympic-size swimming pools, MSC noted. The ship also transferred more than 10 million pounds of food, ammunitions, mail and various dry cargos to re-supply other ships. The *Rainier's* on-board Helicopter Combat Support Squadron 11 Detachment Two performed vertical replenishments to lift cargo to the other ships in the strike group.

Operation of the Supply-class ships by MSC saves the strike groups time since they can receive all the fuel, cargo and ammunition needed from one ship.

With a top speed of 29 knots, the *Rainier* has no difficulty keeping pace with the other ships. The 754-foot vessel is crewed by 160 civil service mariners, a 28-member active duty Navy support department and a 32-member Navy helicopter detachment. The ship was transferred to MSC in August 2003. It was decommissioned as a combatant ship, and civil ser-

vice mariners replaced the vessel's active duty Navy crew.

Following a brief voyage repair period, the *Rainier* was scheduled to deploy again, but with a different carrier strike group. The Seafarers-crewed ship was slated to sail with the *USS Abraham Lincoln* last month.

MSC operates more than 110 noncombatant, civilian-crewed ships that replenish Navy ships at sea, chart ocean bottoms, conduct undersea surveillance, strategically preposition combat cargo at sea around the world and move 95 percent of military equipment and supplies used by deployed U.S. forces.



Photo courtesy MSC  
Fueling hoses from the fast combat support ship *USNS Rainier* cross rough waters to refuel aircraft carrier *USS John C. Stennis* during the biennial Rim of the Pacific exercise earlier this year off the coast of Hawaii.

## SIU Crews Honored at Yearly AOTOS Event

### Ebeling, Magee Net Top Awards

Crew members and officers from nine Seafarers-crewed vessels were honored by the United Seamen's Service at the 35<sup>th</sup> Admiral of the Ocean Seas (AOTOS) Awards in New York City Nov. 5.

Mariners from the *Lykes Discoverer*, *MV Resolve*, *USNS Shughart*, *USNS Red Cloud*, *USNS Sisler*, *MV Cape Ducato*, *MV Cape Douglas*, *USNS Guadalupe* and *MV Merlin* were recognized. Representatives from each ship were presented with an AOTOS Mariners' Plaque for displaying outstanding seamanship, courage and devotion to duty at sea.

As previously reported, the main AOTOS Awards went to Raymond P. Ebeling, chairman and president of SIU-contracted American Roll-On Roll-Off Carrier (ARC), and Robert P. Magee, chairman and CEO of

SIU-contracted Totem Ocean Trailer Express (TOTE).

The crews and masters of large, medium-speed, roll-on/roll-off ships *Shughart*, *Red Cloud* and *Sisler* and Ready Reserve Force ships *Cape Ducato* and *Cape Douglas* received an AOTOS Mariners' Plaque for their combined, unrelenting efforts to save the *Shughart* from a dangerous fire that sparked while the ship was offloading cargo in Kuwait on March 5, 2004.

The crew of *Guadalupe*, a fleet replenishment oiler, was recognized for the rescue of 13 fishermen aboard a stricken Taiwanese vessel in the Pacific Ocean on June 22, 2004. The fishermen had been adrift for five days with little food or water.

The *Resolve* was honored for saving two fishermen who had abandoned their sinking vessel about 50 miles from shore near



Robert P. Magee, chairman and CEO, Totem Ocean Trailer Express



Raymond P. Ebeling, chairman and president, American Roll-On Roll-Off Carrier

Frying Pan Shoals, N.C. The *Resolve* was commencing a transatlantic passage on Dec. 13, 2003 when the crew received distress calls from the fishing vessel *All Hooked Up*. The calls ended before the vessel location was given, but the *Resolve* proceeded to search for the distressed mariners. Two survivors were found, retrieved and given vital medical attention.

The crew of maritime prepositioning ship *Merlin* was honored for the daring rescue of a man in

danger of drowning after his ship, *MV Kephi*, sank in stormy seas. The rescue took place Jan. 23 in the Mediterranean Sea.

The *Lykes Discoverer* helped rescue the crew of a drifting 45-foot fishing vessel, *Sea Gypsy*, on a voyage from St. John's, Newfoundland on Dec. 22, 2003. The vessel had been adrift for four days after losing power, had suffered structural damage and wasn't carrying an Emergency Position Indication Radio Beacon (EPIRB).

### BECK NOTICE

## Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

**1. Benefits of union membership** — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

**2. Cost of union membership** — In addition to working dues, to belong to the union as a full book member the cost is \$400.00 (four hundred dollars) per year or \$100.00 (one hundred dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

**3. Agency fee payors** — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrange-

ments, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

**4. Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2003 calendar year, the fee cost associated with this representation amounts to 70.20 percent of the dues amount. This means that the agency fee based upon the dues would be \$280.80 (two hundred eighty dollars and eighty cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2005 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2004 and November 30, 2005 will have this calculation applied to their 2005 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2006, your objection must be received by December 1, 2005.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, Maryland 20746. This report is based upon an audited financial report of the union's expenses during 2003.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay

agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

**5. Filing of objections** — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

**6. Filing a challenge** — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

**7. Appeal procedure** — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,  
David Heindel, Secretary-Treasurer



# Bosuns Credit Union, Paul Hall Center For Opportunities

With a mixture of well-earned insightfulness and typical directness, the union's newest class of recertified bosuns offered plenty of noteworthy comments last month as they graduated from the top curriculum available to deck-department Seafarers.

Addressing the November membership meeting in Piney Point, Md., the 14 graduates encouraged the unlicensed apprentices enrolled at the Paul Hall Center for Maritime Training and Education. They also described the SIU and the Paul Hall Center as offering great opportunities for those willing to dedicate themselves to their careers.

Completing the month-long recertification class were **Oliver Balico, Evan Bradley, Manolo Delos Santos, Timothy Girard, Barry Hamm, Weldon Heblich, Michael Keogh, David Martz, William Mulcahy, Edward O'Connor, Clarence Poore, Michael Presser, Kissinfor Taylor and James Walker.**

The graduation was an historic occasion in more ways than one. Heblich is believed to be the first former NMU member to complete the course, while Keogh and Mulcahy are believed to be the first Great Lakes division Seafarers to finish the class.

The course itself includes a mixture of classroom and practical training. Students met with representatives from the union's various departments and the Seafarers Plans, both in Piney Point and at SIU headquarters in Camp Springs, Md. They closely studied information about contracts, training record books (TRBs) and computers. They completed training in health and

safety (including fire fighting), government vessels and simulators. Additionally, the bosuns examined various international maritime conventions and helped unlicensed apprentices with hands-on training aboard the vessel *Osprey*.

## Brotherhood

Walker joined the union in 1982 in Baltimore and currently sails from the port of Ft. Lauderdale, Fla. He cited computer training, fire fighting and first aid and CPR as being among the more useful segments of the recertification class.

Addressing the apprentices, he stated, "This is a brotherhood. You're part of the brotherhood. Our officials have worked their [backsides] off for us, and you're our future. Work hard and don't be afraid to ask questions."

Mulcahy joined the SIU in 1977 in Detroit and sails from the port of Algonac, Mich.

He told the membership that his father also sailed with the SIU and that the Paul Hall Center instructors are "exceptional."

Mulcahy's advice to the apprentices was straight to the point: "Work hard and pay attention."

Delos Santos joined the union in 1980 and currently sails from the port of Wilmington, Calif. He began his SIU career on the "white ships" (the cruise vessels *Independence* and *Constitution*).

"I'm grateful for the opportunities I've found with the union," he said. "I'm grateful for all the help and success, and I thank (SIU Wilmington Port Agent) John Cox along with the staff in Wilmington and here at Piney Point.

"To the apprentices, make the most of the wonderful opportunities the SIU gives you."

Girard signed on with the SIU in 1991 in New York, from where he still ships.

He said the course included numerous highlights, such as reviewing the impact of the International Ship and Port Facility Security Code, studying the workings of the Seafarers Plans, learning about computers and brushing up on safety and fire fighting training.

Girard described the union as "a family and a real

*'We make a significant and valuable contribution to national defense of this great country. It is our responsibility to rise up and take pride in our work because we are engineered for dependability.'*

—Recertified Bosun  
Michael Presser

team. Since joining the SIU I have never lacked for work. The union's constant growth and record of success are testimony to its leadership, its members and its commitment to being second-to-none!"

Turning toward the apprentices, he concluded, "The best thing you can bring to class and each day aboard ship is a good attitude."

Poore joined the Seafarers in 1997 in Norfolk, Va., which remains his home port. Previously, he served in the U.S. military for 32 years.

He said the recertification class helped provide him with "more detailed and in-depth knowledge, and more precise information to pass along to the crew. My experience at Piney Point was a very good one."

He advised the apprentices to "take a good work ethic and the knowledge you gained here when you go aboard ship. There's no limit to how far you can go."

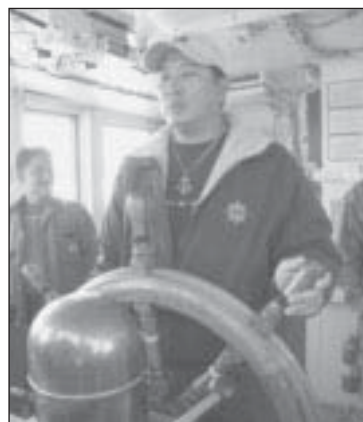
Keogh joined the union in 1978 in Frankfort, Mich. and now sails from the port of Algonac.

He noted that before joining the SIU, he sailed out of Liverpool for 10 years. "I was then lucky enough to join the SIU, and have enjoyed every minute of it."

Speaking to the apprentices,



Barry Hamm and Michael Presser



Kissinfor Taylor



Edward O'Connor

he stated, "You have a great career to look forward to. The union expects you to comport yourselves in a professional manner, learn your trade and upgrade on a regular basis. You have to know your stuff, otherwise the shipowner doesn't need you.

"From your union, you can expect brotherhood and the respect of your peers. You'll make friends who'll be lifetime friends. You'll call them brother and truly mean it."

Taylor joined in 1981 in Tacoma, Wash. He said he enjoys being "part of the team" that is the SIU.

Bradley joined the union in 1975 and also comes from a family of Seafarers.

He is a frequent upgrader, and pointed out that "after 9/11, we have to know more and work closer together than ever before. That's one reason upgrading is so important."

He told the apprentices that the Paul Hall Center "gets better every time I come back. It helps keep our family going, at sea and ashore."

Balico signed on with the SIU in 1992 in New York, still his home port. He said the class contained lots of valuable training, including communications skills, safety and vessel security.

He described his overall experience at the school as "interesting and fun. I come here every year for vacation with my family."

Balico credited the union "for giving me the opportunity to work and achieve the American dream, which has become reality. I'm grateful to the leadership of the SIU and to you, my brothers and sisters."

He told the apprentices to "make the most of what's being taught here. There is no substitute for knowledge and training."

Hamm joined the Seafarers in 1989 and currently sails from the port of Tacoma.

He said the union "has improved my life, and I'm grateful to those who made it possible. To the apprentices, study hard, work smart, show initiative and

you can go far."

Martz completed the trainee program in 1974 and now sails from the port of Baltimore.

"I came in here 30 years ago with a seventh-grade education, so this was a great opportunity,"

Continued on page 8



James Walker



Clarence Poore



Weldon Heblich



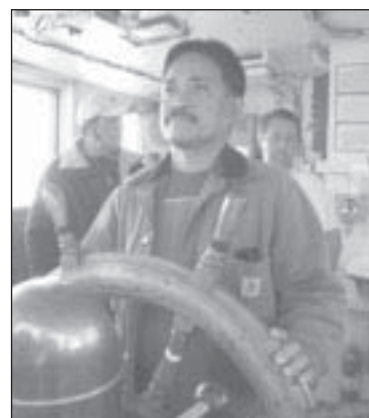
Manolo Delos Santos



Evan Bradley



Michael Keogh



Oliver Balico





# Recertified Bosuns Graduate

Continued from page 7

he recalled. "I thank the union and our officials—they keep us working. To the UAs, take advantage of the opportunity. Listen and learn."

O'Connor, who joined the SIU in Philadelphia in 1991 and now sails from New York, said he had looked forward to the recertification course for many years.

"My time here at the Paul Hall Center was a fast-paced educational experience," he said. "My classmates were top-of-the-line, and that made this time even more rewarding."

He urged the apprentices to "absorb all the knowledge and education this school and staff have to offer. Keep a positive attitude and it will pave the way for you professionally and personally. This union is the best, and if you believe that in your hearts, you'll go places."

Heblich, who began his maritime career with the NMU in the 1980s, sails from the port of Tacoma.

"I'm honored to be the first NMU bosun to be recertified," he said. "Since the merger (in 2001), the SIU has become the dominant union in the industry. I'm glad to be part of history."

With a nod toward the apprentices, he concluded, "Have a good attitude and ask plenty of questions."

Presser, the final speaker, started his SIU career in Hawaii

in 1980 before enrolling in the trainee program in Piney Point. Currently sailing from Baltimore, Presser gave an especially passionate speech in which he quoted Franklin D. Roosevelt and Abraham Lincoln to reinforce the importance of the labor movement and the U.S. Merchant Marine.

"We're the fourth arm of defense," he declared. "We go where they (the armed forces) need us."

Presser thanked the union's headquarters officials along with SIU Baltimore Port Agent Dennis Metz and the staff at the Baltimore hall. He commended the union for maintaining good medical benefits for Seafarers at a time when health care costs are out of control.

Sizing up both the SIU and the U.S. Merchant Marine as a whole, Presser stated, "We make



David Martz

a significant and valuable contribution to national defense of this great country. It is our responsibility to rise up and take pride in our work because we are engineered for dependability."



Timothy Girard



William Mulcahy



As with most other Paul Hall Center classes, bosun recertification includes lots of hands-on training.

## Monthly Membership Meetings Keep Seafarers Informed

One way to keep track of all the news which affects the lives and livelihoods of Seafarers is by attending monthly membership meetings.

Held in each SIU hall around the country, the monthly membership meeting is a

forum to keep members abreast of any and all issues of importance to them.

Below is the schedule of meetings for 2005. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

### Membership Meetings in 2005

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	3	7	7	4	2	6	5*	8	6*	3	7	5
New York	Tuesday after first Sunday	4	8	8	5	3	7	5	9	6	4	8	6
Philadelphia	Wednesday after first Sunday	5	9	9	6	4	8	6	10	7	5	9	7
Baltimore	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Norfolk	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Jacksonville	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
San Juan	Thursday after first Sunday	6	10	10	7	5	9	7	11	8	6	10	8
Algonac	Friday after first Sunday	7	11	11	8	6	10	8	12	9	7	14*	9
Boston	Friday after first Sunday	7	11	11	8	6	10	8	12	9	7	14*	9
Houston	Monday after second Sunday	10	14	14	11	9	13	11	16*	12	10	14	12
New Orleans	Tuesday after second Sunday	11	15	15	12	10	14	12	16	13	11	15	13
Mobile	Wednesday after second Sunday	12	16	16	13	11	15	13	17	14	12	16	14
Duluth	Wednesday after second Sunday	12	16	16	13	11	15	13	17	14	12	16	14
San Francisco	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Port Everglades	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
Joliet	Thursday after second Sunday	13	17	17	14	12	16	14	18	15	13	17	15
St. Louis	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Honolulu	Friday after second Sunday	14	18	18	15	13	17	15	19	16	14	18	16
Wilmington	Monday after third Sunday	18*	22*	21	18	16	20	18	22	19	17	21	19
Guam	Thursday after third Sunday	20	24	24	21	19	23	21	25	22	20	25*	22
Tacoma	Friday after third Sunday	21	25	25	22	20	24	22	26	23	21	25	23

\*Wilmington changes created by Martin Luther King's birthday and Presidents Day holidays; Houston change created by Paul Hall's birthday holiday; Algonac and Boston change created by Veterans' Day holiday; Guam change created by Thanksgiving Day holiday; Piney Point changes created by Independence Day and Labor Day holidays.



# Seafarers: At Sea and Ashore



Left: While anchored outside Valdez, Alaska on the *OS Chicago*, AB Pablo Borja Jr. (left) caught an 80-pound halibut. Assisting him in weighing the fish are 2<sup>nd</sup> Pumpman Jason Flesner and Chief Engineer Mark Norwak.

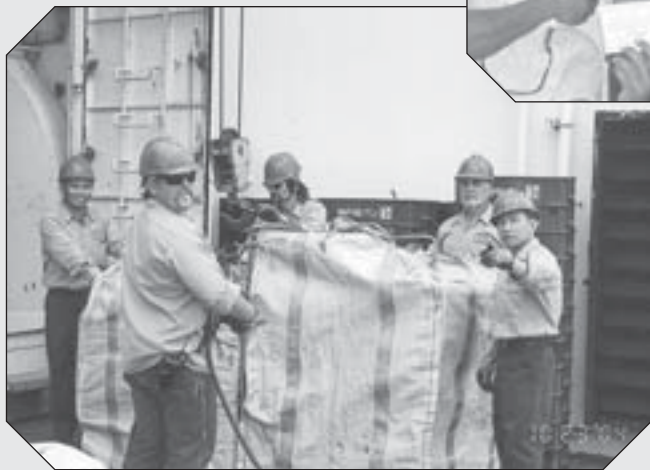
Right: Chief Pumpman Charles Dahlhaus admires the decorated cake given to him at a retirement party aboard the *OS Chicago*, an Alaska Tanker Co. vessel. A member of the SIU for more than 51 years, Dahlhaus plans to spend his "golden years" in Osaka, Japan with his wife and family. He hopes to have plenty of time to build steam engines in his machine shop and do some traveling. Helping celebrate the well-deserved retirement are OS Rolando Lopez, OS Segundo Soliano, Bosun Jesse Mixon, Chief Mate Nick Karagiannis, 1<sup>st</sup> Engineer S. Liebling, Chief Engineer Mark Norwak and 2<sup>nd</sup> Engineer Brian Good. Thanks to AB Jim Elbe for sending the LOG these two photos from the *OS Chicago*.



Right: Houston Patrolman Michael Russo (right) poses with some of the crew members aboard the *Breton Reef* who just purchased MDLs when the vessel arrived in the port of Houston.



Below: Recertified Bosun Frank Hedge and crew help in the loading of stores aboard the *LNG Libra* during port time in Japan.



Above: In Port Everglades, Fla. aboard the Maritrans vessel *Allegiance*, Bosun Jerry Borucki works with Antonio Santos in connecting the discharge pipeline while (at left) ABs Mike Edwards and Victor Cooper paint the deck.



Captain Mike Murphy presents Wiper Eduardo "Eddie" Pereira, 70, with a gift during his retirement party aboard the *USNS Pollux*. Pereira, who upgraded his skills at the Paul Hall Center in 2000 and 2001, makes his home in Louisiana.



When the *Lykes Navigator* was in Houston recently, SIU Rep Michael Russo (second from left) went aboard to meet with some of the crew. Among those in the photo are Bosun George Price, Herman Beasley, Kerry Bush, Althalo Henton, Leonard Johnson and Justino Sanchez.

Wiper Pereira, seated, receives a retirement cake and lots of good wishes from fellow crew members on the *Pollux* (from the left) Port Engineer Chris Keefe, Chief Mate Jeff Yegge, MSC Rep. Toya Hayes, Chief Engineer Chris Wallace, Electrician Troy Ancar, Pereira, Bosun Wilfredo "Willie" Rice, SA Armando Evangelista, Capt. Mike Murphy, Steward Farid Zaharan and Wiper Cynthia Harris.



The SIU was represented during October meetings in Seattle, Wash. between Crowley Maritime and their West Coast unions to plan for implementation of the new Quality & Safety Management Program. From the left (seated) are Dennis Conklin, IBU business agent; Marina Secchitano, IBU regional director; Bryan Powell, SIU Tacoma port agent; Robert Grune, VP/general manager, Crowley Marine Services; Bruce Barto, VP/general manager, Petroleum Services; Steve Demeroutis, MM&P vp; (back row) Alan Cote, IBU rep; Jerry Dowd, Crowley VP labor relations; Mitch Oakley, maritime instructor, Paul Hall Center; Alex Sweeney, Crowley VP energy & marine services; Ray Shipway, MM&P rep; Charlie Nalen, Crowley VP environmental, safety, quality assurance; Stephen Wilson, Crowley director of health, safety & environmental affairs; Lee Egland, Crowley director of labor relations; and Mike Murray, MM&P rep.







## Maritime Briefs

### No-Fee Passports Available to Mariners

The U.S. Department of State has developed written guidance on the issuance of no-fee passports to American seamen serving on U.S.-flag vessels (and to employees of the United Seamen's Service).

According to a recent communication from the government to the SIU, in order for American mariners serving on U.S.-flag vessels to apply for no-fee passports, they must present both "acceptable documentation and citizenship documentation. Additionally, both American seamen and employees of the United Seamen's Service must present documentation from their employers. An American seaman must submit a letter from the employer certifying that he/she is working on a ship of U.S. registry and must also provide a copy of their U.S. Merchant Mariner's document...."

The letter from the State Department to the union continues, "The no-fee passports will be valid for a five-year period and cannot be extended.... No-fee passports are to be used only for official job-related travel. These passports are not to be used for personal travel."



### Anthrax Vaccination Program Paused

At press time for this issue of the *LOG*, the Department of Defense (DoD) was reviewing a preliminary injunction issued Oct. 27 by the U.S. District Court for the District of Columbia regarding the department's anthrax vaccination program.

The injunction did not question the safety and effectiveness of the anthrax vaccine or the immunization program in the DoD. The injunction centered on FDA procedural issues stating that additional public comment should have been sought before the FDA issued its final rule in December of 2003.

The Defense Department's anthrax vaccination program is an important force protection measure. According to the government, research conducted by several prominent medical experts and a report by the National Academy of Sciences has determined that the anthrax vaccine is safe and effective for all forms of anthrax exposure.

As a result of the injunction, the Department of Defense will pause giving anthrax vaccinations until the legal situation is clarified.

The recent ruling is similar to a judge's injunction issued in December 2003. At that time the DoD paused the vaccination program pending clarification of the legal issues. The 2003 injunction was lifted roughly two weeks later.

The DoD remains convinced that the anthrax immunization program complies with all the legal requirements and that the anthrax vaccine is safe and effective.

A copy of Secretary of Defense Donald H. Rumsfeld's memorandum concerning the action is available on line at <http://www.defenselink.mil/news/Oct2004/d20041027anthrax.pdf>



### Regional Exam Center Changes Hours

The hours of operation at the U.S. Coast Guard Regional Exam Center in Baltimore will change effective Dec. 20, according to the facility's officer in charge. Fridays and weekdays between Christmas and New Year's Day will be dedicated to the review and evaluation of applications. This means that the facility will be closed to walk-in customers on those days. The facility will continue to accept completed applications at its front security desk and by mail.

Staffers will be available to answer questions by phone (410-962-5132) during regular business hours, Monday through Friday.

According to the Coast Guard, the modification of walk-in hours is designed to improve the turnaround time involved for the issuance of credentials and should allow the center staff to continue providing the level of service that the merchant mariner community expects and deserves. The new hours will be as follows:

- Monday: 9 a.m. to noon and 1 p.m. to 3:30 p.m.
- Tuesday through Thursday: 7:30 a.m. to noon and 1 p.m. to 3:30 p.m.
- Closed for walk-in customers Fridays and weekdays between Christmas and New Year's Day.
- Closed on all national holidays and the Friday following Thanksgiving.

## SIU's Peter Drews Dies at 76

The SIU has lost a dedicated organizer, patrolman and proud merchant mariner.

He is Recertified Bosun **Peter W. Drews**. Brother Drews passed away Aug. 25 following a lengthy battle with diabetes. He was 76.

Fellow officials remembered Drews as a highly respected and totally dedicated individual whose commitment to the union was gargantuan.

"Peter was a dedicated union representative who always put the best interests of the membership first," said SIU President Michael Sacco. "He was a key figure in the early days of the union and was very active in negotiations. He will be missed."

Retired SIU Vice President Contracts Red Campbell worked with Drews when both were union officials back in the early days. "He was an active official who took part in a number of key beefs and negotiations for the union," Campbell said. "He



Recertified Bosun Peter W. Drews, right, joins the late SIU General Counsel Howard Schulman during an AFL-CIO convention.

always went that extra mile on behalf of the membership."

Michele Bluit, a close friend of Brother Drews, in correspondence to the Seafarers LOG remembered Drews as "not only a member of the Seafarers, but also one of the men who helped propel the Seafarers into the organization it is today. Pete loved his work at the Seafarers and talked of it often. He was proud to have given his time for

what he felt was a worthwhile cause."

Brother Drews donned the SIU colors in 1944 in Charleston, S.C. He worked primarily in the deep sea division, first going to sea aboard Sinclair Oil Corp.'s *Robin Doncaster*.

After sailing for 17 years, he came ashore in 1961, becoming an organizer in Duluth, Minn. and coordinating many recruiting drives for the union. Brother Drews later served as a patrolman in New York, Detroit, Puerto Rico, Houston and St. Louis. He was an assistant for Paul Hall, the union's second president.

Brother Drews went back to sea in 1974 and continued sailing until declining health forced him ashore for the final time. He last went to sea aboard Crowley American Transport's *Ambassador*.

Brother Drews began receiving his pension in 1986 and made his home in Dunedin, Fla.

## Seafarers Answer OIF's Call Aboard Tanker Samuel Cobb

As the various stages of the sealift mission for Operation Iraqi Freedom continue, Seafarers are unrelenting in answering their call to duty as members of the nation's fourth arm of defense.

By the hundreds, they are boarding Military Sealift Command (MSC) vessels that are either being mobilized or deployed to transport personnel, war fighting materiel (machinery, weapons and ammunition) and other supplies to various overseas destinations.

Among the latest SIU-crewed vessels to take to the high seas in support of U.S. troops and the war against terrorism is the *Samuel L. Cobb*. The *Cobb* in October was headed for an overseas port when the photos on this page were taken. They were sent to the *LOG* by Chief Steward **Herbert Davis**, who wanted to share some of the crew's experiences during the voyage with fellow Seafarers.



Wiper Lloyd Clark prepares to fire the M-16.



Bosun Pete Malone takes his turn firing the M-16 assault rifle.

Seafarers aboard the *Samuel L. Cobb* during the voyage included: Bosun **Pete Malone**; QM **Dave Carpenter**; ABs **Damian Kelly**, **James Osborne**, **Carlos Burroughs** and **Otis Reynolds**; Chief Pumpman **Brad Saxon**; QMEDs **Greg Alvarez** and **David Bodah**; Wipers **Lloyd Clark** and **Richard De La Cruz**; Chief Steward **Davis**; Chief Cook **Sonia Felix**; and Utilities **Qais Ahmed** and **Tawfiq Shaibi**.

The *Cobb* is one of five MSC transport tankers that ferries fuel for the Department of Defense during peacetime, war and other contingencies. The vessel entered service in 1985 along with its sister ships, the *Gus W. Darnell* and the *Paul Buck*. The *Richard G. Matthiesen* and *Lawrence H. Gianella* entered MSC service in 1986.

These tankers embark on many unique missions including refueling the National Science Foundation in Antarctica, Thule Air Force Base in Thule, Greenland, and federal government installations in remote sections of Alaska. Known as T5s, the vessels have double hulls and are ice-strengthened for protection against damage in colder climates.



Wiper Richard De La Cruz mans the M-60. Looking on are members of the U.S. Navy Security Force who also were aboard the vessel.



Chief Cook Sonia Felix, left, and Stewart Utilities Qais Ahmed and Tawfiq Shaibi, right, pose for a photo in the galley of the *Samuel L. Cobb*.



Chief Pumpman Brad Saxon takes a break from his normal shipboard duties to hone his skills on the M-16.



Chief Steward Herbert Davis has both hands full as he fires the M-60 machine gun.





# Around the Port of San Francisco

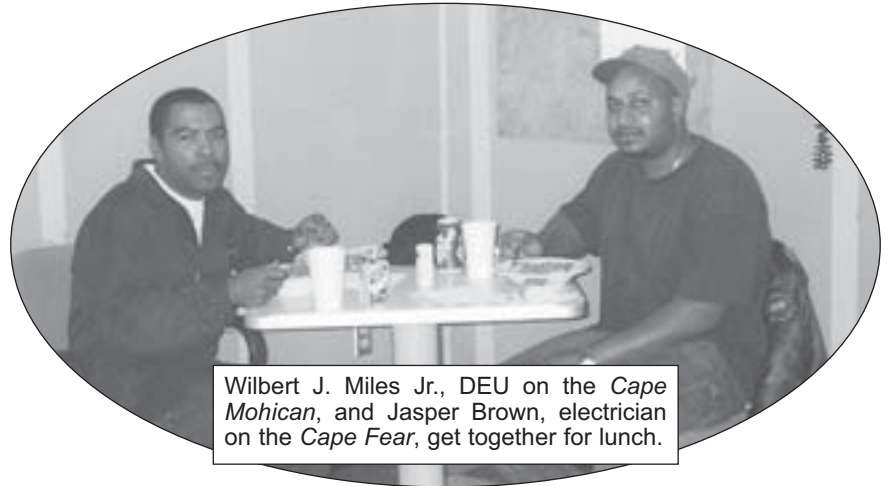


Left: The ship's committee aboard the *Adm. Callaghan* is composed of (from left) Chief Electrician Jeffery Curry, Chief Steward Denise Smith and Bosun Paul Borg.

Below: Seasoning the dinner roast is Christopher Hopkins, chief cook on board the *President Truman*.



Left: Some of the crew members aboard the *Keystone State*, *Gem State* and *Grand Canyon State* pose for a group picture in Alameda, Calif. The three vessels are on ROS status.



Wilbert J. Miles Jr., DEU on the *Cape Mohican*, and Jasper Brown, electrician on the *Cape Fear*, get together for lunch.



Kashmir Dillon, chief electrician on the *Cape Mohican*, enjoys his lunch of spaghetti and meatballs.



Members of the ship's committee on board the *Meteor* include (from left) Bosun Kenneth Herqstein, DMAC Joseph McCrosky, Chief Steward Johnny Westberry and DEU John Rosron.



Bosun Jouencio Cabab enjoys a hearty lunch aboard the *Cape Fear*.



Right: Cooking up some hotdogs for lunch on the *Cape Mohican* is Chief Steward Louis Morris.



Left: Chief Mate Peter Fileccia Jr. (below) gives directions to Bosun Kenneth Herqstein (above), who is operating the crane to load stores aboard the *Meteor*.





# PRIDE

# in the

### Pride of Aloha at a Glance

Entered service: August 1999  
 Reflagged U.S. in June 2004  
 Length: 853 feet  
 Breadth: 108 feet  
 Draft: 26 feet  
 Speed: 23 knots  
 Tonnage: 77,104 GRT  
 Propulsion: Diesel electric, six diesel generators  
 Auxiliary power: From diesel electric plant  
 Guest capacity: 2,002 double occupancy  
 Guest decks: 12



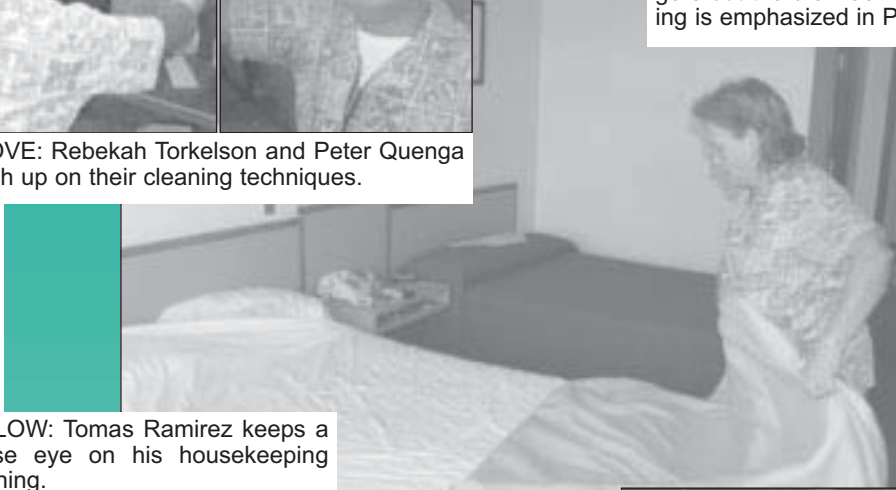
The efforts of a ship's culinary staff are vital not only to the enjoyment of passengers but the crew as well, so galley training is emphasized in Piney Point.



ABOVE: Rebekah Torkelson and Peter Quenga brush up on their cleaning techniques.



They of course hope never to use these skills, but students practice lifeboat training (left and below) as part of their NCL America curriculum.



BELOW: Tomas Ramirez keeps a close eye on his housekeeping training.

LEFT: Sharon Ross is one of hundreds of NCL America crew members who have trained at the Paul Hall Center.



BELOW: Hoping not to make a splash behind the bar and in the water, David Butler (fifth photo, far right).



Crew members such as Roeno Babaan keep NCL America's vessels clean at all times.



LEFT: Yen Dunton gets practical training as a waitress and bartender.



Lisa Salmans and Matthew Baptist get the hang of bartending.







# air jobs

## NCL America Crews Eagerly Take Valuable Training in Piney Point and Honolulu

When NCL America's SIU-crewed *Pride of Aloha* entered service this past summer, it marked the rebirth of the deep-sea U.S.-flag cruise ship industry.

Less obvious, but just as important, the vessel also signaled a renewed need for top-notch training for crew members of NCL America's inaugural ship.

The Paul Hall Center for Maritime Training and Education, based in Piney Point, Md., along with its sister school in Honolulu are fulfilling that need. Both facilities offer fire fighting and safety training; the Piney Point campus also provides departmental training for non-marine personnel.

The curriculums are wide-ranging and include (among other topics) communication and diversity training, effective listening, team building, conflict resolution and stress management. Students also take STCW Basic Safety Training and courses covering shipboard security, environmental responsibility and medical awareness. They also spend approximately one week in department-specific courses.

As with most Paul Hall Center classes, the NCL America curriculums blend classroom instruction with hands-on training.

The *Pride of Aloha* is the first of three U.S.-flag cruise ships planned by NCL America. The others are the *Pride of America* (scheduled to enter service in 2005) and the *Pride of Hawaii* (scheduled for delivery in the summer of 2006).

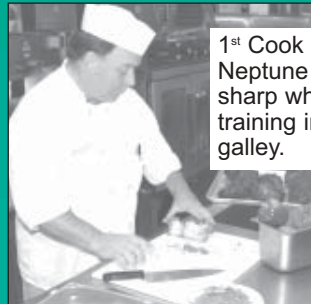
Significantly, as more and more NCL America crew members have completed training through the Paul Hall Center (both in Piney Point and in Hawaii), customer feedback on the *Pride of Aloha* steadily has improved. The most recently compiled "comment cards" showed the best scores yet in overall satisfaction, ship appearance and hospitality.



NCL America students receive a mix of classroom instruction and practical training both at the Paul Hall Center and at its affiliated school in Hawaii.



It's cold in there, but someone's got to move the stores (in this case, Warren Turner).



1<sup>st</sup> Cook Dennis Neptune looks sharp while training in the galley.



Training as bartenders are (from left) Jason Yets, Matthew Baptist, Jill Latza, Patrick Apa, Matthew Nelson, Robert Rivers, Bethany Tarantion, Crisanto Leonor, Lisa Salmans, Katie Rupp and David Butler (instructor).



If practice makes perfect, passengers can count on service with a smile from Jill Latza.

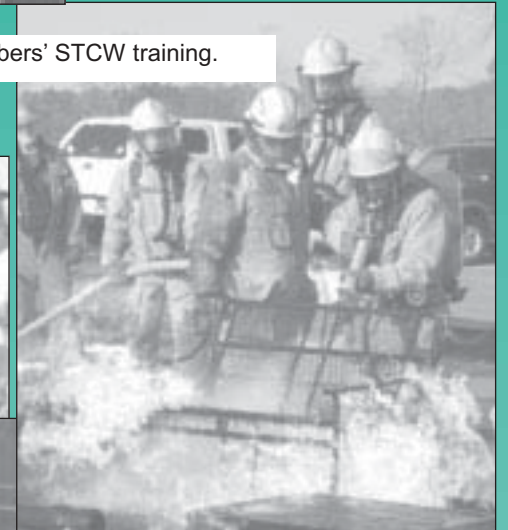


LEFT: Chris Halk (left) and Warren Turner concentrate on their training.



LEFT AND ABOVE: Whether preparing meals or serving them, crew members understand the importance of prompt, polite service.

BELOW: Fire fighting is part of the crew members' STCW training.







## SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$834,548. These expenses included \$290,692 in administrative expenses and \$543,856 in benefits paid to participants and beneficiaries. A total of 9,780 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$22,415,912 as of December 31, 2003 compared to \$16,163,494 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$6,252,418. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$7,086,966, including employer contributions of \$4,300,323, employee contributions of \$52,401, gains of \$106,288 from the sale of assets and earnings from investments of \$2,627,954.

### Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items list-

ed below are included in that report:

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of William Dennis, Administrator  
5201 Auth Way

Camp Springs, MD 20746  
(301) 899-0675

The charge to cover copying costs will be \$3.30 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan:

William Dennis, Administrator  
5201 Auth Way  
Camp Springs, MD 20746

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS HEALTH AND BENEFITS PLAN

This is a summary of the annual report for the Seafarers Health and Benefits Plan, (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$4,199,920 as of December 31, 2003 compared to \$11,397,458 as of January 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$7,197,538. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$64,086,634. This income included employer contributions of \$63,061,373, realized gains of \$53,827 from the sale of assets and earnings from investments of \$882,047. Plan expenses were \$71,284,172. These expenses included \$5,994,150 in administrative expenses and \$65,290,022 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of

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

The charge to cover copying costs will be \$3.00 for the full report, or \$0.15 per page for any part thereof.

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

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### IMPORTANT NOTICE:

## SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

### HEALTH CARE CONTINUATION

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

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

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

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

### 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

# Scholarship Applications Being Accepted Until April 15, 2005

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.

12/04

The Seafarers Health and Benefits Plan (SHBP) is offering eight scholarships in 2005 to SIU members as well as their spouses and dependent children to offset some of the costs associated with study at the college level.

With the rapidly rising costs of tuition—as well as room and board—many students may find it difficult to continue their education without some assistance. The SHBP wants to help.

As in past years, three of the scholarships are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of

\$20,000 each to the spouses and dependent children of Seafarers.

The deadline for submitting the application and all the other required paperwork is April 15, 2005. That leaves four months from now in which to send away for the program booklet and start working on collecting the items needed for inclusion with the application (such as transcripts, certificates of graduation, letters of recommendation, a photograph and certified copy of birth certificate).

Applicants also should arrange to take either the SAT or ACT no later than February 2005 in order to ensure the results reach the selection committee in time to be evaluated.

The program booklet spells out eligibility requirements and procedures for applying. Send away for yours today!



# Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 2004

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
<b>DECK DEPARTMENT</b>										
Algonac	0	3	0	0	5	0	0	3	3	0
Anchorage	0	4	2	0	0	3	0	0	6	3
Baltimore	3	2	1	4	5	2	0	9	3	1
Guam	1	4	2	1	5	3	0	3	5	3
Honolulu	5	7	1	6	3	2	0	16	19	4
Houston	25	19	17	22	12	7	12	39	31	30
Jacksonville	29	41	9	23	23	5	16	56	58	28
Joliet	1	1	0	2	0	0	0	0	1	0
Mobile	9	5	2	7	8	0	5	21	10	6
New Orleans	14	14	10	4	8	4	5	34	32	16
New York	27	20	15	22	13	4	7	41	35	33
Norfolk	15	21	2	6	9	5	2	27	29	14
Philadelphia	1	5	2	4	3	1	1	2	4	4
Piney Point	0	25	4	0	13	1	1	1	24	6
Puerto Rico	3	10	2	6	8	0	6	9	12	3
San Francisco	15	14	3	12	10	2	11	32	23	7
St. Louis	0	7	2	1	4	0	1	0	7	4
Tacoma	28	20	19	19	23	10	17	50	41	36
Wilmington	26	22	11	20	16	4	10	30	31	22
<b>Totals</b>	<b>202</b>	<b>244</b>	<b>104</b>	<b>159</b>	<b>168</b>	<b>53</b>	<b>94</b>	<b>373</b>	<b>374</b>	<b>220</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	2	2	0	1	2	0	0	1	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	5	1	3	4	1	1	5	6	1
Guam	1	2	0	1	2	0	0	0	4	1
Honolulu	5	5	0	4	2	0	0	8	9	1
Houston	11	11	5	10	6	2	5	16	21	15
Jacksonville	20	17	9	16	11	2	6	36	38	16
Joliet	0	0	0	1	0	0	0	0	0	0
Mobile	3	4	1	4	4	2	2	6	7	2
New Orleans	9	7	3	7	7	0	4	13	14	9
New York	6	12	4	7	5	1	2	16	26	12
Norfolk	7	11	3	7	15	2	7	10	12	5
Philadelphia	2	3	0	2	1	0	0	5	5	1
Piney Point	3	3	0	1	0	0	0	3	5	0
Puerto Rico	4	3	2	1	2	1	2	4	3	1
San Francisco	7	6	0	10	7	2	4	11	10	1
St. Louis	1	2	0	2	3	0	0	0	2	2
Tacoma	11	19	3	10	11	1	6	16	30	8
Wilmington	13	9	3	10	6	2	4	12	17	10
<b>Totals</b>	<b>106</b>	<b>121</b>	<b>36</b>	<b>96</b>	<b>87</b>	<b>18</b>	<b>43</b>	<b>161</b>	<b>210</b>	<b>85</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	0	0	0	0	0	0	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	0	1	2	0	1	1	5	1	1
Guam	0	2	1	0	2	0	0	2	2	1
Honolulu	14	4	0	9	5	0	3	12	6	1
Houston	12	2	3	10	0	0	7	25	7	4
Jacksonville	19	15	4	19	13	2	7	28	26	7
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	2	0	1	2	0	2	8	3	1
New Orleans	11	5	2	3	3	0	1	21	11	3
New York	18	4	3	13	6	0	6	28	11	8
Norfolk	7	9	4	7	7	2	1	14	15	8
Philadelphia	3	1	0	0	2	0	0	4	1	1
Piney Point	3	4	0	3	0	0	1	4	6	0
Puerto Rico	2	1	2	1	2	0	3	3	1	3
San Francisco	13	5	0	13	2	0	6	31	9	3
St. Louis	1	0	0	1	0	0	0	2	2	0
Tacoma	11	6	6	8	6	3	7	31	12	9
Wilmington	24	7	3	18	11	3	9	30	12	8
<b>Totals</b>	<b>142</b>	<b>67</b>	<b>29</b>	<b>108</b>	<b>61</b>	<b>11</b>	<b>54</b>	<b>249</b>	<b>125</b>	<b>58</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	0	5	0	0	0	0	0	2	11
Anchorage	0	0	4	0	0	3	0	0	3	4
Baltimore	0	3	1	0	4	1	0	0	3	6
Guam	0	2	1	0	3	1	0	0	3	0
Honolulu	6	5	5	2	4	3	0	9	11	6
Houston	3	11	12	2	3	4	0	5	29	40
Jacksonville	4	14	17	4	9	9	0	4	31	42
Joliet	1	0	0	0	0	0	0	1	1	1
Mobile	0	5	3	1	5	0	0	0	12	4
New Orleans	3	5	12	0	4	1	0	7	14	26
New York	4	30	23	5	12	2	0	7	64	67
Norfolk	0	11	9	0	8	3	0	0	14	24
Philadelphia	0	0	1	0	0	0	0	0	0	4
Piney Point	0	17	16	0	14	16	0	0	14	34
Puerto Rico	1	5	1	2	1	2	0	2	11	1
San Francisco	3	10	9	1	6	3	0	8	17	20
St. Louis	0	0	4	0	0	2	0	0	1	2
Tacoma	2	19	25	1	15	13	0	11	31	30
Wilmington	2	9	21	0	6	9	0	3	13	30
<b>Totals</b>	<b>29</b>	<b>146</b>	<b>169</b>	<b>18</b>	<b>94</b>	<b>72</b>	<b>0</b>	<b>57</b>	<b>274</b>	<b>352</b>
<b>Totals All Departments</b>	<b>479</b>	<b>578</b>	<b>338</b>	<b>381</b>	<b>410</b>	<b>154</b>	<b>191</b>	<b>840</b>	<b>983</b>	<b>715</b>

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

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

## January & February 2005 Membership Meetings

Piney Point	Monday: January 3, February 7
Algonac	Friday: January 7, February 11
Baltimore	Thursday: January 6, February 10
Boston	Friday: January 7, February 11
Duluth	Wednesday: January 12, February 16
Guam	Thursday: January 20, February 24
Honolulu	Friday: January 14, February 18
Houston	Monday: January 10, February 14
Jacksonville	Thursday: January 6, February 10
Joliet	Thursday: January 13, February 17
Mobile	Wednesday: January 12, February 16
New Orleans	Tuesday: January 11, February 15
New York	Tuesday: January 4, February 8
Norfolk	Thursday: January 6, February 10
Philadelphia	Wednesday: January 5, February 9
Port Everglades	Thursday: January 13, February 17
San Francisco	Thursday: January 13, February 17
San Juan	Thursday: January 6, February 10
St. Louis	Friday: January 14, February 18
Tacoma	Friday: January 21, February 25
Wilmington	Tuesday: January 18*, February 22*

\*(changes created by Martin Luther King holiday and Presidents Day)

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

## Personals

**RANDY WURR**

Please contact your father, Duane Wurr, at (360) 697-2491 concerning a matter of great importance.

## Attention Seafarers:







### 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

Kermet Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large

#### HEADQUARTERS

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

#### ALGONAC

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

#### 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

OCTOBER 16 — NOVEMBER 15, 2004

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH			
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III	
<b>DECK DEPARTMENT</b>											
Boston	5	3	0	3	3	0	1	2	0	0	
Houston	6	1	6	11	4	5	3	37	7	29	
Jacksonville	3	0	8	5	0	10	2	11	3	1	
New Orleans	7	3	8	4	4	2	3	13	5	22	
New York	15	2	2	12	0	2	1	37	8	0	
Norfolk	1	1	1	0	1	1	0	5	1	0	
Tacoma	3	2	1	3	2	1	0	3	0	2	
Wilmington	2	4	2	3	4	2	0	12	6	0	
<b>Totals</b>	<b>42</b>	<b>16</b>	<b>28</b>	<b>41</b>	<b>18</b>	<b>23</b>	<b>10</b>	<b>120</b>	<b>30</b>	<b>54</b>	
<b>ENGINE DEPARTMENT</b>											
Boston	3	1	0	4	0	0	0	0	1	0	
Houston	6	0	4	10	3	0	1	9	1	18	
Jacksonville	2	4	8	3	4	8	3	5	3	1	
New Orleans	4	0	6	5	1	2	0	5	2	19	
New York	4	1	0	1	1	0	1	16	2	0	
Norfolk	3	1	1	2	1	0	1	3	0	1	
Tacoma	0	0	4	0	0	6	1	2	0	1	
Wilmington	3	0	2	1	0	2	1	14	3	2	
<b>Totals</b>	<b>25</b>	<b>7</b>	<b>25</b>	<b>26</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>54</b>	<b>12</b>	<b>42</b>	
<b>STEWARD DEPARTMENT</b>											
Boston	1	0	0	0	0	0	0	1	0	0	
Houston	2	1	1	5	2	3	3	9	5	19	
Jacksonville	1	2	5	6	1	7	1	3	3	2	
New Orleans	1	0	6	2	2	1	0	4	2	12	
New York	1	3	1	7	4	1	3	13	11	0	
Norfolk	2	0	3	1	0	3	1	3	0	2	
Tacoma	0	0	0	1	0	0	0	0	1	1	
Wilmington	3	1	2	4	2	1	0	3	2	1	
<b>Totals</b>	<b>4</b>	<b>7</b>	<b>18</b>	<b>26</b>	<b>11</b>	<b>16</b>	<b>8</b>	<b>36</b>	<b>24</b>	<b>37</b>	
<b>ENTRY DEPARTMENT</b>											
Boston	0	0	0	0	0	0	0	0	0	0	
Houston	0	0	0	0	0	0	0	0	0	0	
Jacksonville	0	0	0	0	0	0	0	0	0	0	
New Orleans	0	0	0	0	0	0	0	0	0	0	
New York	0	0	0	0	0	0	0	0	0	0	
Norfolk	0	0	0	0	0	0	0	0	0	0	
Tacoma	0	0	0	0	0	0	0	0	0	0	
Wilmington	0	0	0	0	0	0	0	0	0	0	
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Totals All Departments</b>	<b>78</b>	<b>30</b>	<b>71</b>	<b>93</b>	<b>39</b>	<b>57</b>	<b>26</b>	<b>210</b>	<b>66</b>	<b>133</b>	

## PICS-FROM-THE-PAST

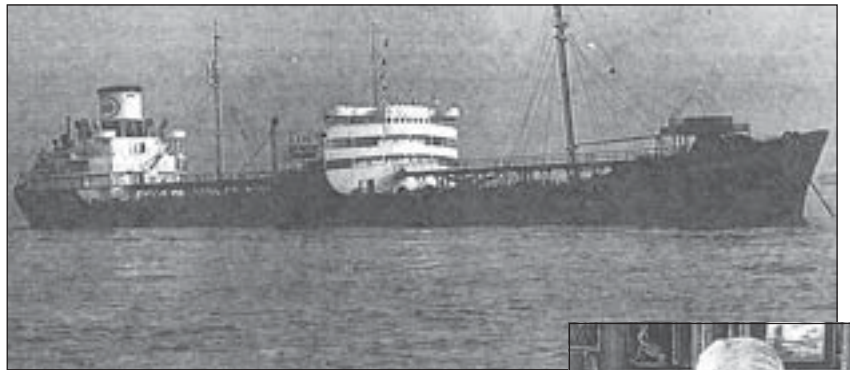
These photocopied pictures were sent to the *Seafarers LOG* by Michael L. Molinari of Brooklyn, N.Y.

Molinari joined the U.S. Navy in 1943 and served for two years as a gunner in the Armed Guard aboard U.S. merchant ships. His first trip was to Murmansk, Russia aboard the *Andrew Carnegie*, a voyage during which three other ships in his convoy were lost and he, himself, was wounded. (U.S. and British ships, including the *Carnegie*, were delivering war materiel to that North Russian port.)

His second ship was the *Esso Philadelphia* (shown at top right), which carried oil from Trinidad to Halifax, Nova Scotia. Just off the coast of Africa, the ship ran into a terrible hurricane, during which time its motor stopped working. Thanks to the work of the first engineer, it managed to limp back to the U.S.

Molinari, who is now retired, lives in Brooklyn with his wife Lena. They have seven children and five grandchildren.

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.



At left is Michael Molinari when he was in the U.S. Navy's Armed Guard.



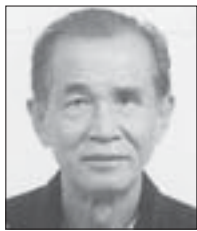
At right, Molinari (wearing his Armed Guard logo on his jacket) talks about World War II to students at a local school.





### DEEP SEA

**PATRICIA BALLANCE**, 65, was born in Covington, La. and began her SIU career in 1989. Sister Ballance first shipped aboard the *SS Independence* in the steward department. She enhanced her skills on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to retiring, Sister Ballance sailed on the *LNG Aries*. She lives in her native state.



**BENJAMIN CRUZ**, 72, joined the SIU in 1993 in the port of Honolulu. Brother Cruz first went to sea on the *SS Independence*. He worked in the steward department and upgraded his skills at the union's affiliated school in Piney Point, Md. Brother Cruz most recently worked aboard the *Innovator*. Born in the Philippines, he now resides in Long Beach, Calif.

**CHARLES DAHLHAUS**, 67, became a member of the SIU in 1961 in New Orleans after serving in the U.S. Navy. Brother Dahlhaus first went to sea on the *Steel Worker*. He was a frequent upgrader at the Paul Hall Center. Brother Dahlhaus, who was born in New York, shipped in the engine department. He last sailed on the *Overseas Chicago*. Brother Dahlhaus currently lives in Japan.



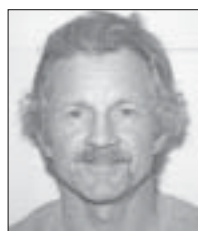
**AMADO ESCOBAL JR.**, 65, started his SIU career in 1968 in the port of San Francisco. Brother Escobal first sailed on the *Cosmos Mariner* in the steward department. His most recent voyage was aboard the *President Kennedy*. Brother Escobal was born in the Philippines and continues to live there.



**ISADORE GREENBERG**, 66, joined the ranks of the SIU in 1979 in New Orleans. Brother Greenberg was born in Camden, N.J. and first went to sea on the *Cove Sailor*. He was a member of the engine department and upgraded his skills on numerous occasions in Piney Point, Md. Brother Greenberg last sailed aboard the *USNS Algol*. He is a resident of New Orleans, La.



**LARRY HARRIS**, 56, began his seafaring career in 1977 in the port of San Francisco. Brother Harris was born in California and is a veteran of the U.S. Army. His



first vessel was the *Mayaquez*. Brother Harris worked in the engine department and upgraded his skills in 1994 at the Paul Hall Center. He calls Concord, Calif. home.

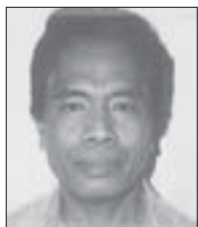
**PEDRO LABOY**, 65, was born in Puerto Rico. Brother Laboy joined the SIU in 1967 in the port of New York, first sailing aboard the *Detroit*. He worked in the steward department and enhanced his skills on two occasions at the SIU-affiliated school in Piney Point, Md. His most recent trip to sea was aboard the *Horizon Producer*. Brother Laboy is a resident of Ponce, P.R.



**MARILYN SANTOS**, 64, started her seafaring career in 1989 in Honolulu. Sister Santos worked primarily aboard the *SS Independence* as a member of the steward department. She was born in Waimanalo Oahu, Hawaii and currently lives in Kaneohe, Hawaii.



**RUDY WATTIMENA**, 65, began his career with the SIU in 1994 in the port of Wilmington, Calif., first sailing aboard the *SS Independence*. Brother Wattimena was born in Indonesia and worked as a member of the steward department. He enhanced his skills in 2001 at the SIU-affiliated school in Piney Point, Md. Brother Wattimena's most recent voyage was on the *USNS Denebola*. He is a resident of Dover, N.H.



**JAMES WEISMORE**, 68, started sailing with the SIU in 1990 in Piney Point, Md. after serving in the U.S. Navy. Brother Weismore first sailed aboard the *PFC William Baugh*. Born in New York, he worked in the engine department. Brother Weismore upgraded his skills on many occasions at the Paul Hall Center. He last went to sea on the *LNG Virgo* and makes his home in Minersville, Pa.



**IRA WHITE**, 64, embarked on his seafaring career in 1965 in the port of Wilmington, Calif. Brother White was



born in Florida and first shipped on the *Manhattan* as a member of the engine department. He lives in his native state.

### INLAND



**ROY DENT**, 61, hails from Arkansas. Boatman Dent started his seafaring career in 1970 in the port of St. Louis. He

shipped as a member of the deck department, last sailing on a Southern Ohio Towing Co. vessel. Boatman Dent makes his home in Lilbourn, Mo.

**GEORGE ESPONGE**, 68, began his SIU career in 1984 in the port of Houston. Boatman Esponge shipped primarily aboard vessels operated by Crowley Towing and Transportation. He worked in the deck department and upgraded his skills a number of times at the Seafarers-affiliated school in Piney Point, Md. Boatman Esponge was born in Golden Meadow, La. and currently resides in Galveston, Texas.



**CLARENCE JENNETTE JR.**, 61, joined the SIU in 1976 in the port of Philadelphia. Boatman Jennette

worked primarily on Maritrans vessels. The U.S. Air Force veteran was born in North Carolina and shipped in the steward department. Boatman Jennette enhanced his skills in 2001 at the Piney Point, Md. training school. He calls Beverly Hills, Fla. home.

## Welcome Ashore

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

**TARLTON LANGELE**, 64, launched his seafaring career in 1971 in the port of Mobile. Born in Alabama, the deck department member last sailed aboard the *Crescent Mobile*. He lives in his native state.



**DRAGI ODAK**, 64, started his career with the SIU in 1984 in Wilmington, Calif. Born in Yugoslavia, the deck department member worked primarily on Crowley Towing and Transportation vessels. Boatman Odak is a resident of San Pedro, Calif.



**JAMES WHITE JR.**, 61, embarked on his seafaring career in 1968 in the port of Philadelphia. Born in North Carolina, Boatman White shipped in the engine department and upgraded his skills in 1998 and again in 2000 at the SIU-affiliated school in Piney Point, Md. He calls Tyner, N.C. home.

*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.*

**JAMES ABBINGTON**, 65, was born in Oakdale, La. Brother Abbingtion joined the NMU in 1969, sailing from Port Arthur, Texas. His first ship was the *Gulf Pride*.



**WAVELL BEST**, 63, began his seafaring career with the NMU in



1987. Brother Best was born in Guyana, South America and shipped in the deck department. Prior to retiring, Brother Best worked on the *Cape Domingo*.

**FITZ FLEMING**, 87, joined the NMU in 1940, sailing from the port of Boston. Brother Fleming, who hails from Barbados, was a member of the steward department. His most recent voyage was aboard a Lykes Brothers vessel.



**RAMON GONZALEZ**, 62, launched his career with the NMU in 1965. Born in Puerto Rico, Brother Gonzalez first sailed in the engine department aboard the *SS Constitution*.



**LEON HARRIS**, 58, joined the NMU in 1964. A native of Wilmington, N.C., Brother Harris first sailed aboard the *SS Atlantic*. The steward department member last went to sea on the *Lyra*.

*In addition to the foregoing individuals, the following NMU brothers went on pension effective the date indicated.*

Name	Age	EDP
Berry, Jack	65	Nov. 1
Boza, Marcus	64	Nov. 1
Hus, Joseph	68	Aug. 1
Reyes, Alonzo	67	Sept. 1
Woolfork, Norman	72	April 1

Reprinted from past issues of the Seafarers LOG.

### 1949

Certified by the NLRB as collective bargaining agent for nine Cities Service Oil Company tankers, the SIU immediately called upon the company to enter negotiations for a contract covering the company's unlicensed personnel. The contract will culminate two years of effort by the SIU to obtain union wages, conditions and security for Cities Service seamen. The company began firing crew members by the shipload at the end of each voyage as the election drew near, but the replacements hired recognized the need for union representation and voted for the SIU. The company's attitude was scored by the NLRB: "... it ill behooves the employer to file objections stemming principally from its own recalcitrance."

## THIS MONTH IN SIU HISTORY

### 1973

With anti-U.S.-flag merchant marine interests stepping up their efforts to weaken and destroy the Jones Act, the SIU has called for vigilance in pre-

serving the law that restricts domestic shipping to vessels of American registry. Government agencies and members of Congress are being increasingly peppered with requests from various interests seeking waivers of the Jones Act that would permit them to bring foreign-flag ships into domestic operations.

Since the sharpening of the energy crisis over the past few months, requests for Jones Act waivers have been based on the deception that the fuel situation would be eased by permitting foreign-flag fuel carriers to operate between U.S. ports.

### 1992

Seafarers are answering their nation's call to duty again as they crew vessels headed to the East African nation of Somalia. At the request of the United Nations, U.S. military forces are leading an international effort to bring food and peace to the war-ravaged nation. Two years of civil war as well as many more years of famine and drought have caused an estimated 600,000 people to die. As of Dec. 24, a total of 17 SIU-crewed vessels were involved in the relief effort.





# Final Departures

## DEEP SEA

### CHARLES BAILEY SR.



Pensioner Charles Bailey Sr., 93, passed away August 30. Brother Bailey joined the SIU in 1946 in New York. He was born in Barbados and

worked in the deck department. Before retiring in 1973, Brother Bailey sailed on the *Steel Traveler*. He made his home in Mobile, Ala.

### JOHN BENNIFIELD



Brother John Bennifield, 49, died Sept. 17. He was born in Philadelphia and began his seafaring career in 1977 in Piney Point, Md. Brother

Bennifield's first ship was the *Overseas Alice*. The engine department member most recently sailed on the *El Yunque*. Brother Bennifield called Jacksonville, Fla. home.

### FELIX BONEFONT



Pensioner Felix Bonefont, 97, passed away July 21. Brother

Bonefont was a charter member of the union, having joined the SIU in 1939

in New York. He was born in Puerto Rico and worked in the deck department. Brother Bonefont began receiving compensation for his retirement in 1972. He was a resident of New York.

### CLOYDE DICKEY



Pensioner Cloyde Dickey, 82, died Sept. 17. Brother Dickey launched his career with the SIU in 1953 in Houston. Born in Alabama, he

shipped as a member of the deck department. Brother Dickey lived in Bessemer, Ala. and went on pension in 1981.

### DWAYNE GORDON

Brother Dwayne Gordon, 35, passed away August 25. Born in Florida, he joined the ranks of the SIU in 1991 in Piney Point, Md. His first ship was the *Cape Edmont*. Brother Gordon worked in the deck department, most recently aboard the *Sea-Land Express*. He resided in Jacksonville, Fla.

### FREDERICK GOSSE



Pensioner Frederick Gosse, 84, died August 27. Born in Newfoundland, Canada, Brother Gosse

launched his seafaring career in 1947 in the port of Mobile, Ala. The deck department member first shipped on the *Fair Hope*, a Waterman Steamship Corp. vessel. Prior to retiring in 1983, Brother Gosse sailed aboard the *Sea-Land Long Beach*. He called San Francisco, Calif. home.

### JOHN KANE

Pensioner John Kane, 77, passed away Sept. 25. Brother Kane joined the SIU in 1952 in New York. He



worked in the deck department. Brother Kane was born in New York and resided in Spring Hill, Fla. The U.S. Army veteran began receiving

his pension in 1992.

### WALTER MATTHEWS



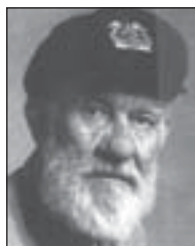
Pensioner Walter Matthews, 76, died August 8. Brother Matthews embarked on his seafaring career in 1948 in Savannah, Ga. He was born in Perry, Fla.

Brother Matthews worked in the deck department, most recently aboard the *Horizon Producer*. He was a resident of his native state and started collecting his pension in 1982.

### LOWELL MILLER

Brother Lowell Miller, 50, passed away June 1. He began his SIU career in 1978 in Piney Point, Md. Born in New York, Brother Miller's first vessel was the *Monticello*; his last was the *USNS Stalwart*. He worked in the engine department and resided in Fort Myers, Fla.

### OLIVER MYERS



Pensioner Oliver Myers, 81, died Sept. 26. Brother Myers launched his seafaring career in 1958 in Baltimore. The U.S. Navy veteran initially

went to sea aboard the *Chilore*. Brother Myers, who was born in Lynchburg, Va., made his home in New Haven, Conn. He went on pension in 1987. Brother Myers was a member of the engine department and last went to sea aboard the *1st Lt. Jack Lummus*.

### LEONARD NIXON



Pensioner Leonard Nixon, 77, passed away August 17. Brother Nixon joined the SIU in 1952 in Houston after serving in the U.S. Army. The

engine department member's first ship was the *Cecil N. Bean*. Before retiring in 1989, Brother Nixon shipped on the *Overseas Marilyn*. He was born in Somerville, Texas and resided in League City, Texas.

### DANILO PEDROSO

Brother Danilo Pedrosa, 52, died June 20. He began his seafaring career in 1999 in St. Louis. Brother Pedrosa first sailed aboard the *USNS Able*. Born in the Philippines, the deck department last shipped on the *Captain Steven L. Bennett*. He lived in Illinois.

### CARROLL QUINNT



Pensioner Carroll Quintt, 83, passed away June 5. Brother Quintt joined the SIU in 1940 in the port of Baltimore. The deck department

member's last vessel was the *Santa Juan*. Brother Quintt went on pension in 1982. Born in Baltimore, he called Reno, Nev. home.

## PERICLES RENGEPIIS

Pensioner Pericles Rengepis, 72, died August 13. Brother Rengepis joined the SIU in 1968 in New York. His initial voyage was on the *Amicus*; he worked in the steward department. Brother Rengepis was born in Pennsylvania and last sailed on the *Baltimore*. He made his home in Greece and began receiving his pension in 1996.

## JUAN ROSARIO

Brother Juan Rosario, 62, passed away June 6. He started sailing with the SIU in 1970 in New York. Brother Rosario's first ship was the *Arizpa*; his last was the *Horizon Producer*. The steward department member was born in Fajardo, P.R. and lived in Santurce P.R.

## SOU SHEK



Pensioner Sou Shek, 91, died April 21. Brother Shek was a veteran of the U.S. Air Force. He joined the SIU in 1951 in New York. Brother

Shek worked in the steward department, first sailing aboard the *Steel Architect*. His last vessel was the *Sea-Land Gallaway*. Born in China, Brother Shek resided in Brooklyn, N.Y. He went on pension in 1977.

## FRED UMHOLTZ



Pensioner Fred Umholtz, 76, passed away May 20. Brother Umholtz became a Seafarer in 1947 in New Orleans. The U.S. Army veteran

was a native of Arkansas. Brother Umholtz sailed in the deck department, first aboard the *Genevieve Peterkin*, a Bloomfield Steamship Co. vessel. His last trip was aboard the *Archon*. Brother Umholtz called Springdale, Ark. home. He began receiving compensation for his retirement in 1986.

## VINCENT VANZENELLA



Pensioner Vincent Vanzenella, 81, died April 6. Brother Vanzenella launched his seafaring career in 1959 in New York after serving in the U.S.

Navy. He sailed in the deck department in both the deep sea and inland divisions. Prior to retiring in 1991, Brother Vanzenella worked aboard the *Overseas Vivian*. He made his home in Pinole, Calif.

## DONALD VILLAFLO



Pensioner Donald Villaflo, 86, passed away Sept. 20. Brother Villaflo began his career with the Marine Cooks & Stewards

(MC&S) in 1956. He shipped primarily on American President Lines vessels during his career, including the *President Johnson* and the *President Pierce*. Brother Villaflo was born in Honolulu and lived in Seattle, Wash.

## WALTER WINSTON

Pensioner Walter Winston, 79, died June 6. Brother Winston joined the SIU in 1968 in the port of San Francisco. He was born in Alabama

and first sailed on the *Cosmos Mariner*. A veteran of the U.S. Navy, Brother Winston worked in the steward department. His final voyage was aboard the *Santa Maria*. Brother Winston went on pension in 1990. He made his home in Michigan.

## INLAND

### RICHARD RAFFERTY

Boatman Richard Rafferty, 59, died Sept. 10. He was born in Darby, Pa. and started his seafaring career in 1962 in Philadelphia. Boatman Rafferty worked in the deck department. He was a resident of Philadelphia.

### CHARLES SABATIER



Pensioner Charles Sabatier, 85, passed away May 18. Boatman Sabatier joined the SIU in 1960 in the port of Houston. Born

in Galveston, Texas, he was a veteran of the U.S. Marine Corps. Boatman Sabatier retired in 1984 and made his home in Texas.

## GREAT LAKES

### THOMAS MacVICAR



Pensioner Thomas MacVicar, 84, died Sept. 12. Brother MacVicar started sailing with the SIU in 1970 in the port of Algonac, Mich.

after serving in the U.S. Army. Born in Nova Scotia, he initially shipped on the *John P. Reiss* in the deck department. Brother MacVicar last sailed on the *Kinsman Independent*. He made his home in New York and began receiving retirement stipends in 1984.

### MANUEL SIGLER

Pensioner Manuel Sigler, 77, passed away April 12. Brother Sigler was born in Indiana and joined the Seafarers in 1952 in New York. A U.S. Navy veteran, he worked in the deck department. He was a resident of Indianapolis, Ind. and started collecting his pension in 1994.

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

### ROBERT ALONSO



Pensioner Robert Alonso, 76, died October 18. Brother Alonso, who was born in Tampa, Fla., joined the NMU in 1946, initially sailing

from the port of New Orleans. His first ship was the *Alexander Ramsey*. Prior to retiring in 1976, Brother Alonso worked on the *Pure Oil*.

### JOHN CONROY



Pensioner John Conroy, 90, passed away Oct. 13. Brother Conroy became a member of the NMU in 1942 in San Pedro, Calif. Born in

Uniontown, Pa., he first went to sea

on the *Carreta* as a member of the engine department. Brother Conroy began receiving his pension in 1981.

### NICK ELLIS JR



Pensioner Nick Ellis Jr., 85, died Oct. 12. Brother Ellis embarked on his seafaring career in 1947 in Baltimore, Md. His first vessel was the

*William E. Pendleton*. Born in Scranton, Pa., Brother Ellis was a member of the engine department. His last voyage was aboard the *Texaco Rhode Island*. Brother Ellis started collecting retirement stipends in 1984.

### FEDERICO GUZMAN



Pensioner Federico Guzman, 79, passed away Oct. 11. Brother Guzman started sailing with the NMU in 1961. He was born in San

Juan, P.R. Brother Guzman first sailed aboard the *America* in the engine department. He last went to sea on the *Texaco Montana*. Brother Guzman began receiving compensation for his retirement in 1987.

### DELFIN INACIO



Pensioner Delfin Inacio, 77, passed away Aug 17. Born in Portugal, Brother Inacio initially sailed from New York in 1966 aboard

the *United States*. The steward department member last worked aboard the *American Resolute*. Brother Inacio started receiving retirement compensation in 1989.

### GEORGE JONES



Pensioner George Jones, 83, died Sept. 19. Brother Jones joined the NMU in 1944 in Seattle and worked in the steward department. Born in

Baton Rouge, La., Brother Jones last worked aboard the *Shirley Lykes*. He went on pension in 1974.

### JAMES MOON



Pensioner James Moon, 81, died Oct. 16. Brother Moon launched his NMU career in 1957. His first ship was the *Annapolis*; his last was the

*Mariner*. Brother Moon, who was born in Houston, went on pension in 1974.

### JOSE QUINTERO



Pensioner Jose Quintero, 83, passed away Sept. 26. Brother Quintero joined the NMU in 1945. He initially went to sea on the *Lake*

*Charles Victory* in the steward department. Brother Quintero's last

*Continued on page 20*



# Digest of Shipboard Union Meetings

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

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

**BRENTON REEF** (Seabulk Tankers), Sept. 24—Chairman **Mario R. Romero**, Secretary **Luis A. Escobar**, Educational Director **James L. MacDaniel**, Engine Delegate **Bryan T. Fletcher**, Steward Delegate **Robert J. Johnson**. Chairman announced payoff Sept. 26 in Long Beach, Calif. Secretary informed crew that contributing to SPAD is the best way to keep our union and maritime interests afloat. Educational director encouraged members to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also advised them to start z-card renewal process early. No beefs or disputed OT reported. Vote of thanks given to steward department for excellent meals. Next port: Houston.

**DEVELOPER** (USSM), Sept. 17—Chairman **Joseph J. Caruso**, Secretary **Randy A. Stephens**, Educational Director **Dimarko L. Shoulders**, Engine Delegate **Charles H. Kennedy**, Steward Delegate **Carlos E. Suazo**. Chairman updated members on status of new washers and dryer for crew laundry on 03 level. He recognized Dayman **Amat** for completing his months of service on vessel. Secretary reported applications available for unlicensed crew members. Educational director encouraged crew to keep all documents current and to upgrade skills at Paul Hall Center. Members reminded to vote in upcoming union elections and get absentee ballots if at sea during that time period. No beefs or disputed OT reported. Chairman thanked all departments for job well done. Next port: Houston.

**EXPLORER** (USSM), Sept. 16—Chairman **Robert Pagan Jr.**, Secretary **Roger D. Linasan**, Educational Director **Robert Mayer**, Deck Delegate **Ricardo M. Ribeiro**, Engine Delegate **Soo Ahn**, Steward Delegate **Abdulla N. Jinah**. Chairman reminded those getting off ship to make sure room is clean and leave keys for next person. Secretary thanked everyone for excellent trip. Educational director talked about opportunities available at Piney Point for upgrading skills and income and urged crew to take advantage of them. Treasurer reported \$382 in ship's fund. No beefs or disputed OT reported. Crew asked to separate aerosol cans from other trash as safety pre-

caution. Next ports: Los Angeles and Oakland, Calif.

**FLORIDA** (Maersk Line), Sept. 19—Chairman **Frank L. Thompson**, Secretary **Donna M. DeCesare**, Educational Director **Michael D. Murphy**, Deck Delegate **Bart H. Bridges**, Engine Delegate **Jeffrey E. Roddy**, Steward Delegate **Daniel L. Wehr**. Chairman reported everything running smoothly. Secretary asked crew to return perishable items (such as mayonnaise) to refrigerator after each use. Educational director talked about national elections and asked everyone to vote with their conscience. No beefs or disputed OT reported. Inquiry made about progress of installing ship's antenna. Crew was advised it was being worked on. Recommendation made to reduce retirement age, increase pension benefit and reduce sea time requirements for full pension. Vote of thanks given to steward department for exceptional food and salad bar. Next port: Charleston, S.C.

**ITB BALTIMORE** (USS Transport), Sept. 29—Chairman **Jeffrey H. Kass**, Educational Director **Earl Olson**, Deck Delegate **Mark E. Pesola**, Steward Delegate **Elsayed T. Asmasha**. Chairman spoke at length about importance of SPAD—"our voice in Congress." He reminded crew to keep areas clean, respect others' work and be quiet in passageways. He advised them to keep an eye on their document expiration dates and to upgrade at Piney Point whenever possible. Educational director reported ship's library needs more shelves for books and movies. President's report from August *Seafarers LOG* read and discussed. No beefs or disputed OT reported. Thanks given to Steward **Jaime Castillo** for his hard work and Steward **Amasha** for continuing to bake fresh biscuits, muffins, rolls, breads and cookies twice a day. Next port: Long Beach, Calif.

**LTC CALVIN P. TITUS** (Osprey Ship Mgmt), Sept. 27—Chairman **Michael S. Sinclair**, Secretary **Lolita A. Sanchez**, Educational Director **Mark W. Dumas**, Deck Delegate **Bruce E. Howell**, Engine Delegate **Joseph A. Yamson**, Steward Delegate **Cecil R. Husted**. Chairman thanked steward department for job well done and acknowledged hard work being done in deck and engine departments. Educational director

advised all members to go to Paul Hall Center to enhance skills. No beefs or disputed OT reported. Deck delegate reported gangway phones not working. Engine delegate reported elevator out of service and awaiting parts. President's report read and a vote of thanks given to SIU President **Michael Sacco** for all he does for the union. Concerns raised regarding new contract. Repairs or replacement suggested for lounge furniture and broken juicers in both galleys. Ship heading to Saudi Arabia and Singapore.

**MAERSK MISSOURI** (Maersk Line), Sept. 18—Chairman **Luke F. Wells**, Secretary **Billy G. Gigante**, Educational Director **George W. Rose**, Deck Delegate **Joshua Mazza**, Steward Delegate **Ali S. Hydera**. Chairman announced payoff Sept. 19 in Newark, N.J. He thanked crew for safe and enjoyable trip and reminded everyone to keep all documents up to date and to vote in national and union elections. No beefs or disputed OT reported. Crew informed ship will stop in Italy this voyage, which would add 3 days to trip.

**PERFORMANCE** (USSM), Sept. 17—Chairman **Jimmie L. Scheck**, Secretary **Charles E. Curley**, Educational Director **Richard A. King**, Steward Delegate **Joel A. Molinos**. Chairman announced payoff in Algeciras, Spain and thanked crew for nice trip with no problems. Secretary thanked deck department for helping keep house clean. Educational director talked about Piney Point facilities and courses available there and urged everyone to take advantage of the educational benefit. Treasurer stated \$240 in ship's fund. No beefs or disputed OT reported. Request made to start getting movies.

**SEABULK POWER** (Seabulk Tankers), Sept. 26—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Candido Molina**, Deck Delegate **James M. Moore**, Engine Delegate **Alberto Gutierrez**, Steward Delegate **Samuel S. Johnson**. Chairman announced payoff Sept. 28 in Lake Charles, La. He reported that U.S. Coast Guard inspection will take place while in port and reminded crew that gangway watches must make sure all visitors are signed in. Educational director stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to lower age requirement for special early normal pension. Discussion held on health care benefits for retirees and spouses. Vote of thanks given to steward department for job well done. Next ports: Lake Charles; Tampa, Fla.

**ATLANTIC FOREST** (Waterman Steamship), Oct. 10—Chairman **Mark S. Downey**, Secretary **Ekow Doffoh**, Educational Director **Melvin L. Kerns**, Deck Delegate **Shane L. Mackey**, Steward Delegate **Alaa A. Embaby**. Chairman announced U.S. Coast Guard inspection Oct. 11; all members should be present. Secretary thanked crew for wonderful trip and smooth sailing. Educational director advised members to continue to upgrade skills at Piney Point and contribute to SPAD for strong and efficient union. No beefs or disputed OT reported. Coaxial cable to be purchased and installed for better TV reception. Bosun praised steward department for wonderful job and good food. Next port: New Orleans, La.

**CHEMICAL EXPLORER** (Marine Transport), Oct. 3—Chairman **Richard Wilson**, Secretary

**Dadang B. Rashidi**, Educational Director **Robinson A. Valenzuela**, Deck Delegate **Caesar N. Smith Jr.**, Steward Delegate **Santiago Amaya**. Secretary requested TV for crew mess hall and thanked crew members for smooth trip. No beefs or disputed OT reported. Educational director discussed coordinating upgrading courses with vacation time.

**ENDURANCE** (USSM), Oct. 3—Chairman **Gerry A. Gianan**, Secretary **Jesse B. Natividad**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Carlos R. Bonilla**, Engine Delegate **Wade T. Rudolph**,

**LAWRENCE H. GIANELLA** (Ocean Ships), Oct. 3—Chairman **Bernardino R. Eda**, Secretary **James E. Lewis**, Educational Director **George H. Bixby Sr.**, Engine Delegate **James R. Summers**, Steward Delegate **Darryl K. Goggins**. Secretary reported crew needs new TV as well as receipt of DVS and VHS tapes. No beefs or disputed OT reported. Suggestions made pertaining to overtime and pension plan. Next port: Key West, Fla.

**LNG GEMINI** (Pronav), Oct. 10—Chairman **Jack J. Cooper**, Secretary **John A. Palughi**, Educational Director **Endang**

## Thumbs Up on the Overseas New York



Crew members give the "thumbs up" sign for a great trip and thank Chris Kicey (third from right) for all he has done as bosun on the *Overseas New York*. Kicey will be leaving the ship to join the crew of the *Tonsina*.

Steward Delegate **Thurman C. Johnson**. Chairman announced payoff Oct. 4 upon arrival in Los Angeles, Calif. He thanked crew for keeping plastic items separate from trash and for helping keep ship clean. He asked that departing crew members leave clean linen for next person. Educational director stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Bosun read president's report from *LOG* pertaining to security and training drills. Vote of thanks given to galley gang for excellent job.

**HORIZON RELIANCE** (Horizon Lines), Oct. 10—Chairman **Lance X. Zollner**, Secretary **Sherman W. Anderson**, Educational Director **Kevin T. McCagh**, Deck Delegate **Geraldine B. Carter**, Engine Delegate **George D. Tidwell**, Steward Delegate **Bienvenida C. Badillo**. Chairman announced payoff Oct. 16 in Tacoma, Wash. Crew discussed importance of safety. Treasurer stated \$1,402 in ship's fund, to be used to purchase 3 refrigerators in Tacoma. No beefs or disputed OT reported. President's report from *LOG* posted on bulletin board. Suggestion made regarding additional vacation pay.

**INNOVATOR** (USSM), Oct. 10—Chairman **Stephen R. Kastel**, Secretary **James D. Morgan**, Educational Director **Christopher L. Earhart**, Steward Delegate **Mostafa Loumrhari**. Chairman announced payoff Oct. 12 in Los Angeles. He thanked riding gang and deck department for keeping ship looking good. Educational director advised Seafarers to check all documents for expiration dates and allow ample time for renewal process. He also encouraged them to upgrade skills whenever possible at Paul Hall Center. No beefs or disputed OT reported. Announcement made that new washer has been installed and that port agent would bring absentee ballot instructions on board for those needing them. Crew wished good luck to those getting off.

**Abidin**. Chairman led discussion on shipping with Pronav. Secretary requested clarification regarding severance pay, crew e-mail, shipping rules and vacation. Treasurer stated \$548 in ship's fund with \$500 more due from company for safe third quarter. No beefs or disputed OT reported. Recommendation made to increase pension benefits.

**MAERSK VIRGINIA** (Maersk Line), Oct. 3—Chairman **Carlos M. Soto**, Secretary **Hugh E. Wildermuth**, Educational Director **Randy D. Clark**, Deck Delegate **Lenard Ilagan**, Engine Delegate **Sjamsidar Madjidji**, Steward Delegate **Radfan A. Almaklani**. Chairman reported ship diverted to nearest port (Jeddah, Saudi Arabia) during trip for sick crewman. Secretary thanked crew for helping keep ship safe and clean. Educational director advised members to allow at least six months for renewal of MMDs. Treasurer stated \$1,200 in ship's fund, after purchasing \$368 of DVDs for video library. No beefs or disputed OT reported. Thanks were given to steward department for job well done. Next port: Newark, N.J.

**SULPHUR ENTERPRISE** (Sulphur Carriers), Oct. 3—Chairman **Thames H. Solomon**, Secretary **Nee Tran**, Educational Director **Antenor O. Linares**, Deck Delegate **Tibby L. Clotter**. Secretary thanked crew for helping keep crew mess and TV lounge neat, with special thanks to chief cook for keeping galley clean and organized. Educational director recommended all members enhance skills in Piney Point. No beefs or disputed OT reported. President's report from September *Seafarers LOG* read and discussed. Requests made for satellite TV, additional washer in crew laundry room and refrigerators in all rooms. Suggestions made to provide better medical, dental and pension plans. Vote of thanks given to steward department for job well done. Next ports: Tampa, Fla.; Galveston, Texas.

## It's Union Meeting Time Aboard Ship



Bosun Chris Kicey (reading the *Seafarers LOG*), Steward Nancy Heyden and GSU Rene Caballero wait for the start of the union meeting on board the *Overseas New York*.





# Letters to the Editor

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

## Remembering The Major

To those who knew Maj. Ken Conklin, on Sept. 21, 2004 my father passed on to his "new duty station." For those of you who were touched by his life, I hope you remember him like the Marine Corps mascot: the bulldog! A big bark, but once you knew him, no bite and very loyal.

Our family mourns at his passing, but we rejoice to all that he touched in a positive way.

Thank you and love to all. "Semper Fi."

**Kevin Conklin**  
Aboard ship

*Editor's note: Kevin Conklin is an active SIU member. Ken Conklin founded the trainee program at the Paul Hall Center for Maritime Training and Education. His obituary was published in last month's LOG and also is available at [www.seafarers.org](http://www.seafarers.org)*



Maj. Ken Conklin

## Mariners' Heroism Evident in WWII

Our president proclaimed Maritime Day May 22....

The U.S. Merchant Marine was the only all-volunteer service

in World War II. Our record shows 866 ships lost from enemy action, 31 ships disappeared without a trace, and one of every 29 men killed from enemy action.

The Battle of the Atlantic was won with heavy losses by our U.S. Merchant Marine, keeping England and Russia supplied with arms, giving us time to build up our armed forces. In 1942, 400 U.S. merchant ships were sunk on the Eastern seaboard by German submarines. Our life at sea then was we slept with our clothes on and one eye open, holding our lifejackets.

If our merchant marine had failed in the Battle of the Atlantic, our congress now would speak German. Our merchant marine

never defaulted.

We now have only a small group of survivors living in Pennsylvania, but we're still waiting for our World War II \$500 state bonus.

**Peter Salvo**  
Clarion, Pa.

## Retiree Offers Health Tip

I would like our union brothers and sisters worldwide to know about turmeric, a curry spice that has killed cancer cells in laboratory tests.

I use it regularly and I'm convinced it helped my mother live to 102 years, cancer-free.

I retired from the NMU in August 1967 after sailing AB/bosun.

Please let everybody know about the power of turmeric.

**Brother Marie C. Durand**  
Lydia, La.

## Final Departures

*Continued from page 18*

voyage was aboard the *Thompson Lykes*. He was born in Puerto Rico and began collecting his pension in 1985.

### JAMES WESTBERRY



Pensioner James Westberry, 95, died Oct. 15. Brother Westberry joined the NMU in 1937, first sailing from New York. Born in

Georgia, his last voyage was on board the *American Resolute*. Brother Westberry started receiving his retirement stipends in 1968.

### EVERETT WILLIAMS



Pensioner Everett Williams, 88, passed away Sept. 9. Brother Williams began his seafaring career in 1949, initially shipping aboard the

*Chiriqui*. Born in New Orleans, he began receiving compensation for his retirement in 1970.

### DHOYEN WOO



Pensioner Dhoyen Woo, 77, died Oct. 7. Brother Dhoyen, who was born in Hawaii, became a member of the NMU in 1947. He originally sailed on the *Santa Paula*.

Prior to retiring in 1993, Brother Dhoyen worked aboard the *Leslie Lykes*.

### HAZEL ZUCKERMAN



Pensioner Hazel Zuckerman, 94, passed away Oct. 7. Sister Zuckerman joined the ranks of the NMU in New York, first sailing on the

*Argentina* in the steward department. She was one of the first women to work on American freighters. Sister Zuckerman's final voyage was aboard the *Texaco Connecticut*. She went on pension in 1976.

*In addition to the foregoing individuals, a number of other NMU brothers and sisters, all of whom were pensioners, passed away. They will be listed in next month's Seafarers LOG.*

# 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](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM

*(Please Print)*

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

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

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

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

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

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

12/04



# SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for the first two months of 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	January 24	February 18
Lifeboatman/Water Survival	January 10	January 21
Radar	January 31	February 11
Specially Trained Ordinary Seaman (STOS) (Phase III training)	February 14	February 25

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning Nov. 29, 2004.

## Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	January 10	March 4
QMED - Jr. Engineer	January 10	April 1
Welding	January 17	February 4

## 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 \_\_\_\_\_

## Safety Specialty Courses

Course	Start Date	Date of Completion
Government Vessels (Phase III training)	January 24	January 28
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 14	February 25
Tankerman (PIC) Barge* (*must have basic fire fighting)	January 24	January 28

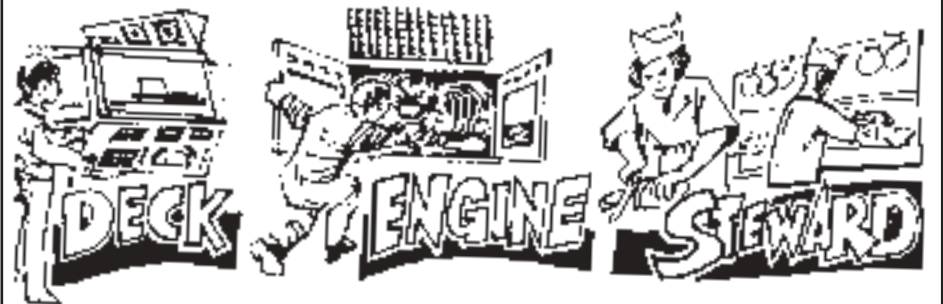
## Academic Department Courses

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.

**The January edition of the Seafarers LOG will contain a complete guide of all the upgrading courses available to Seafarers in the year 2005.**

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

Upgrade . . .



. . . at the Paul Hall Center

*With this application, COPIES of the following must be sent: One hundred and twenty (120) days seatime 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 seatime for the course if it is Coast Guard tested. All OL, AB and JE 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.*

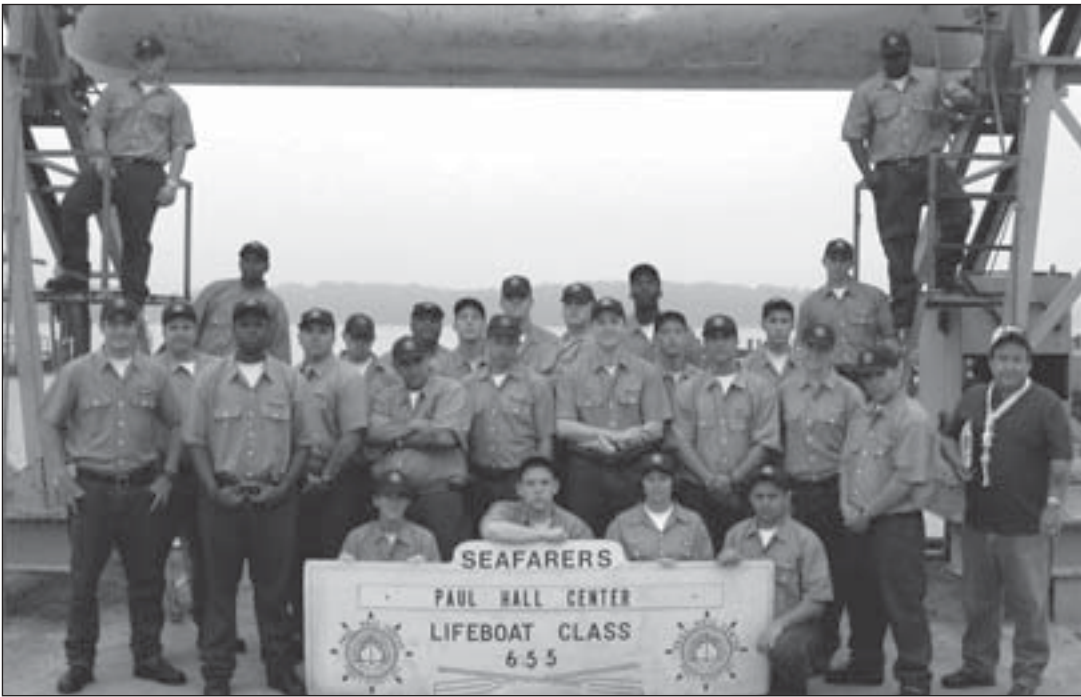
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12/04





# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 655** — Graduating from the water survival class are unlicensed apprentices from class 655 (in alphabetical order) Saif Ali, Richard Avila, Thia-Caron Banks, Audania Bomar, Kevin Craigie, Timothy Cullen, Barney George, Lionel Hall, Mark Kebulis, Joshua Lampke, Frank Lewis, Samantha Murphy, Richard Murray II, Robert Oliveto, Hector Ortiz, Javier Ortiz, Miles Partridge, Brian Peters, Jerome Prince, Wayne Reed, Perry Schroff, Steben Torres, Teresa Ward, Evan Werner, Kenneth Williams and William Wilson. Their commandant, Tom Gilliland, is at far right.



**Able Seaman**— Receiving certificates for completion of the AB class ending Oct. 22 are (in alphabetical order) Michael Copple, Joseph Dupre, Bradley Flowers, Raymond Hotchkiss, Joshua Kirk, Kevin Koch, Tina Lester, Donovan McCants, Michael Merrell, Willie Myrick, George Peters, Steven Richards, Oscar Swangin and Michael Widmark.



**Welding** — Graduation certificates for completion of the welding course were given Oct. 22 to (in alphabetical order) Richard Brown, Lester Harris, Valerii Lazarov, William McLaughlin, Richard Schlumm, Elaine Watts and Loren Wolfe. (Note: not all are pictured). Their instructor, Buzzy Andrews, is third from right.



**Culinary Training** — NCL America training includes working in the galley. Pictured here are cooks (back row, from left) Edgardo Manahan, Jerrick Guerrero, Francisco Valdez, Andy Gutierrez, Jake Palacios, Willy Duenas, (front row) Rommel Valdez, Antonio Archibald, Natalie Grimalde, Julian Perez and Edgar Malaga.

## Computer Lab Classes



Left: Showing off their certificates of achievement for completion of several computer programs are (seated from left) Rasaura Carson, Val Custis (standing) Rudy Harjanto, Instructor Rick Prucha and Steven Kuithe.



Right: Dante Dizon (seated left) and Ed Cherry display their certificates while their instructor, Rick Prucha, looks on.



Left: Instructor Rick Prucha also congratulated steward department members Julio Marcone and Loicy Jones for their accomplishments in the computer lab.



Right: Other recent graduates of computer classes are (seated from left) Velicia Williams, Andres Cruz, William Zobel, (standing) Prucha, Bruce Placido, Bruce Zarobell and Ryan Burrows.





# Paul Hall Center Classes



**Basic Auxiliary Plant Operations** — Completing this course Oct. 15 are (in no specific order) Kenneth Casteel, Brian Goodman, Sajid Foster, Jamal Ricks, Harry Smith, Ernie Smith, Daniel Gaffney, Annie Waker, Emma Porter, Greg ory LaRiviere, William Brinson, John Tullier, Kyle Pillsworth, Sigfrid Mayer, David Kelch, George Jenkins and Paul Gomez. (Note: not all are pictured.) Their instructor, John Cronan, is at far left.



**Specially Trained OS** — Receiving their STOS certificates of completion Oct. 15 from instructor Tony Sevilla (second from left) are (in no particular order) Alexander Matthew, Vasile Daogaru, Steven Kuithe, Robert Cullifer, Brian Robison, Robert Starr, Josh Wilson, John Villarta, Phillip Stephens, Ryan Burrows, Rudy Jarjanto, Val Custis and David Morales.

## Basic Safety Training Classes



**STCW** — Oct. 22: Murray Carter, Andreas Daneville, Jeremy Daniuk, Cody Espaniola, Jesse Fowler, Henry Gamponia, Ryan Harris, Bret Marks, Malachi Rayfield, Christopher Sherlock, Stacey Shipman, Donald Simpson, Terence Snell, Jean Stewart, Sarah Tanner, William Turner and Bergan Wieler.



**Lifeboatman/Water Survival** — With instructor Tony Sevilla (standing right) are graduates (clockwise from left front) Tara Chand, David Lassiter, Nicole Arevalo, David Moore, Christopher Halk, Gde Fedora, Brittany Lewis, Alfredo Benitez, Devon Reed and Becky Cahal.



**Lifeboatman/Water Survival** — Oct. 22 graduates of the lifeboatman/water survival class include NCL crew members (front row, from left) Katharine Staskauskas, Ashley Shepherd, Susan Mason, (second row) Patrick Kelley, Antonio Dayrit, Johnathan Partridge, Ralph Johns Jr., Natalie Lopez and Armenio Prangan.



**Lifeboatman/Water Survival** — Earning their lifeboatman/water survival endorsements Oct. 22 are NCL crew members (standing, from left) Mark Pollak, Benjamin Delrosario, Richard Champion, Lehneer Capenia, (seated) Jonathan Ramirez, Angel Martinez, Delvin Tyree, Tomas Ramirez, Shannon Athow, Sharon Ross, Henry Gamponia, Yen Dunton, Javier Sterling, Dennis Neptune, James Reed, Rebekah Torkelson and Laurencio Roco.



**Small Arms** — Oct. 22 was graduation day for those in the small arms training class. They are (in alphabetical order) Carlo Balajadia, Zsuzsanna Balla, Laura Edwards, Daniel Fields, Paula Gomez, Shantay Joquin, David Kelch, Sigfrid Mayer, Lonnie Myers, Jonathan Nielsen, Jamal Ricks, Douglas Shores and Joshua Wilson. Their instructor, Robbie Springer, is at far left.



**Tankerman (PIC) Barge** — With instructor Herb Walling (far left) are Oct. 8 graduates of the tankerman (PIC) barge course. From the left are Walling, Craig Hammer, James Kasha, Kirk Pegan, Richard Slater, Karl Mayhew, Douglas Carson and Walter Malia.





## The ABCs of FOCs

# How and Why the ITF Fights Against Runaway-Flag Shipping

The International Transport Workers' Federation (ITF)—through its affiliated seafarers and dockers unions (including the SIU)—for some 50 years has waged a vigorous campaign against shipowners who abandon the flags of their own countries to engage in runaway flag or so-called flag-of-convenience shipping.

Those who resort to such practices—flying flags of convenience (FOCs)—often do so purely for economic considerations and have little or no regard for the mariners who work aboard their vessels. An FOC ship is one that flies the flag of a country other than the country of its ownership. FOCs provide a means of avoiding labor regulations in their countries of ownership, and become vehicles for paying low wages and forcing long hours of work and unsafe

working conditions.

Since FOC ships have no real nationality, they are beyond the reach of any single national seafarers' trade union. The ITF, however, is unique in this regard because it has a powerful influence on the wages as well as working conditions of seafarers who work on these vessels.

The history of flags of convenience dates back centuries, but it was not until after World War II that the desire and need to be competitive in the world shipping markets gave rise to the growth in the use of such flags. The growth in open registry almost doubled over the years following World War II and today accounts for more than 54 percent of world shipping. Therefore, the ITF has taken on the international role that traditionally is exercised by national trade unions: to organize

and negotiate on behalf of FOC crews.

In defining an FOC, the ITF takes as its most decisive factor whether or not the nationality of the shipowner is the same as the nationality of the flag the vessel flies. In 1974 the ITF stated the following about FOCs: "Where beneficial ownership and control of a vessel is found to lie elsewhere than in the country of the flag the vessel is flying, the vessel is considered as sailing under a flag of convenience."

The ITF campaign against flags of convenience, which formally was launched at the 1948 World Congress in Oslo, Norway, has two elements:

- A political campaign designed to establish a genuine link between the flag a ship flies and the nationality or residence of its owners, managers and seafarers by international governmental agreement; and

- An industrial campaign designed to ensure that seafarers who serve on flag of convenience ships, whatever their nationality, are protected from exploitation by ship owners.

Although the political campaign to date has not succeeded in preventing growth in ships using FOC registers, the industrial campaign has been successful in enforcing decent minimum wages and conditions on board nearly 5,000 FOC ships. In addition, the ITF has become the standard-bearer for exploited and mistreated seafarers throughout the world, regardless of nationality or trade union membership.

During the past 50 years, the ITF's maritime affiliates have



In a well-publicized incident that reaffirmed the danger of runaway flags, ITF General Secretary David Cockroft bought a first officer's certificate (above) and sea book issued by the Republic of Panama in 2001. The documentation cost about \$4,000 and authorized him to navigate a vessel, despite a complete lack of qualifications to hold such a position.

developed a set of policies which seek to establish minimum acceptable standards applicable to mariners serving on FOC vessels. The policies form the basis of an ITF Standard Collective Agreement which sets the wages and working conditions for all crews on FOC vessels irrespective of nationality. It is the only agreement normally available to shipowners who run into industrial action.

All FOC vessels covered by an ITF-acceptable agreement are issued an "ITF Blue Certificate" by the ITF Secretariat, which signifies the ITF's acceptance of the wages and working conditions aboard the FOCs. About a quarter of all FOC vessels currently are covered by ITF agreements, thus providing direct protection to more than 90,000 seafarers.

Compliance with ITF-recognized agreements is monitored by a network of more than 100 ITF inspectors in ports throughout the world. ITF inspectors are union officials who either work full or part time directly with the ITF. By inspecting FOC ships, they monitor the payment of wages and other social and employment conditions and, if necessary, take action to enforce ITF policy. In recent years the number of inspectors has doubled. They can now be found in ports in every region of the world.

The FOC campaign is the joint responsibility of the Seafarers'

and Dockers' Sections—SIU Secretary-Treasurer David Heindel is vice chair of the Seafarers' Section—and it is overseen by the Fair Practices Committee (FPC). These bodies since 1952 have provided the key forum by which both sections' representatives have come together to review the daily operation and effectiveness of the campaign. The involvement of the dockers' unions, whether through direct action or cooperation with seafarers' unions, continues to be vital to the success of the campaign.

The goals of the FOC campaign since its inception have been:

- The elimination of the FOC system and the establishment of a regulatory framework for the shipping industry.

- To attack sub-standard shipping and seek ITF acceptable standards on all ships irrespective of flag, using all the political, industrial and legal means at the ITF's disposal.

- To protect and enhance the conditions of employment of maritime workers and to ensure that all maritime workers, regardless of color, nationality, sex, race or creed, are protected from exploitation by their employers and those acting on their behalf.

- To individually strengthen affiliated unions, in all aspects, so as to ensure the provision and delivery of a greater degree of solidarity in the campaign.



ITF inspectors met in Piney Point, Md. earlier this year to map out strategies advancing the federation's campaign against runaway-flag shipping.

## ITF Names 28 So-Called Flags of Convenience

Cut-rate registration fees, low or no taxes and freedom to employ cheap labor typically are the motivating factors behind a shipowner's decision to flag out.

When declaring a register an FOC, the ITF takes into consideration the degree to which foreign-owned vessels are registered and fly the country's flag. The following additional criteria also are taken into account:

- The ability and willingness of the flag state to enforce international minimum social standards on its vessels, including respect for basic human and trade union rights, freedom of association and the right to collective bargaining with bona fide trade unions.

- The social record as determined by the degree of ratification and enforcement of ILO Conventions and Recommendations.

- The safety and environmental record as revealed by the ratification and enforcement of IMO Conventions and revealed by port state control inspections, deficiencies and detentions.

Based on these parameters, the following 28 countries have been declared FOCs by the ITF's Fair Practices Committee (a joint committee of ITF seafarers' and dockers' unions), which runs the ITF campaign against FOCs: Antigua and Barbuda,

Bahamas, Barbados, Belize, Bermuda (UK), Bolivia, Burma, Cambodia, Cayman Islands, Comoros, Cyprus, Equatorial Guinea, Sri Lanka, German International Ship Register (GIS), Gibraltar (UK), Honduras, Jamaica, Lebanon, Liberia, Malta, Marshall Islands (USA), Mauritius, Mongolia, Netherlands Antilles, Panama, Sao Tome and Principe, St Vincent, Tonga and Vanuatu.

In the ITF's view, a "genuine link" should exist between a vessel's real owner and the flag it flies. This position is in accordance with the United Nations Convention on the Law of the Sea (UNCLOS). No such link exists in the case of FOC registries listed above.

Some of these registers have poor safety and training standards, and place no restriction on the nationality of the crew. Sometimes, because of language differences, seafarers can't communicate effectively with each other, putting safety and the efficient operation of the ship at risk.

In many cases these flags are not even run from the country concerned.

Once a ship is registered under an FOC, many shipowners then recruit the cheapest labor they can find, pay minimal wages and cut costs by lowering standards of living and working conditions for the crew.



A U.S. Coast Guard boarding team prepares to board a Bahamian-flagged cargo ship in the Caribbean Sea. The Bahamian flag has been identified by the ITF as a runaway flag.

USCG photo by PA3 Donnie Brzuska