



The

www.seafarers.org

Volume 66, Number 6

June 2004

SEAFARERS LOG

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

ALASKAN FRONTIER CHRISTENED



Double-Hull Tanker To Join SIU Fleet

The SIU last month welcomed the christening of its newest ship, the double-hull tanker *Alaskan Frontier*. Among those attending the event May 20 in San Diego were (from left) OSG Ship Management Executive VP Bob Johnston, BP Alaska President Steve Marshall, MEBA President Ron Davis, SIU President Michael Sacco, BP West Coast Region President Bob Malone, Alaska Tanker Co. President Anil Mathur and SIU VP Contracts Augie Tellez. Page 3.



Seafarers and SIU officials participated in National Maritime Day ceremonies May 20 in Washington, D.C. Left: U.S. Secretary of Transportation Norman Y. Mineta (left) and SIU Secretary-Treasurer David Heindel are

Fourth Arm of Defense Honored on Maritime Day

pictured at the event hosted by the U.S. Maritime Administration. Right: U.S. Rep. Gene Taylor (D-Miss.) chats with Unlicensed Apprentice (and Mississippi resident) Thomas Nicely at MSC's ceremony.



BELOW: U.S. Secretary of Labor Elaine L. Chao meets apprentices from the Paul Hall Center and SIU officials including (front row, from left) Assistant VP Ambrose Cucinotta, SIU Secretary-Treasurer David Heindel and Assistant VP George Tricker. Pages 12-13.



Scholarship Winners Announced

Pages 2, 7

ITF Inspectors Help Foreign Crews

Page 3

Mariners Included in WWII Memorial

Page 2



Crescent Boatmen Approve Contract

By a vote of 123-8, SIU members who sail aboard tugs operated by Crescent Towing (including the *Point Clear*, left) recently approved a new three-year contract. Page 3.

President's Report

Meeting Our Goals

This month's *LOG* provides an especially revealing snapshot of what the SIU is all about.



Good jobs for Seafarers. Top-notch training. Fair contracts. Helping fellow mariners. Upholding our legacy as the nation's fourth arm of defense.

The SIU continues to achieve all of those things and more.

As I've said before, it all starts with jobs.

Michael Sacco On that front, I was proud to represent Seafarers last month at christening ceremonies for a new double-hull tanker in San Diego. Whether it's replacement tonnage or outright new additions, it's obviously vital that we continue maintaining and growing the SIU-contracted fleet. The new tanker *Alaskan Frontier* and its soon-to-come sister ships represent continued employment opportunities for SIU members. That's our No. 1 priority, as always.

We also recently welcomed a newly contracted tanker, the *Charleston*, to our fleet. Other new job opportunities are on the horizon and approaching fast.

As the Paul Hall Center's Deep Sea and Inland Towing Advisory Board prepares to meet this month at the campus in Piney Point, Md., I again congratulate our affiliated school for leading the way when it comes to maritime security training. The school's directors and instructors have worked hard to stay on top of what can only be described as a complex and evolving subject. As a result, our crews are well prepared at a time when shipboard and port security have reached unprecedented levels of scrutiny and importance.

I also extend congratulations to our negotiating team at Crescent Towing, where SIU boatmen recently approved a new three-year contract. Having served on more than a few bargaining committees, I understand and appreciate what it takes to secure a good agreement like the one at Crescent. Once again, our team delivered.

Likewise, our team of inspectors for the International Transport Workers' Federation recently came through for foreign crew members who were owed substantial amounts of back pay. Our involvement in the ITF is crucial on many levels, and we often find ourselves working together on very complicated global issues. But, as in the recent cases reported on page 3, it really all boils down to one thing: helping fellow mariners.

Finally, a word about National Maritime Day. At a time when U.S. mariners—including more than 2,000 SIU members—are handling the largest sealift effort since World War II, it's great to see our industry receive the recognition we deserve. This year, at National Maritime Day ceremonies across the country, military and government leaders paid tribute not only to our heroic crews from past conflicts, but also to today's mariners. Additionally, World War II-era mariners were included in the National World War II Memorial in Washington that was dedicated at the end of May.

The gratitude to those who paid the ultimate price is fitting. The acknowledgment that America continues to rely on U.S. citizen crews to support our armed forces is essential. As U.S. Secretary of Labor Elaine Chao put it, "In peace and war, the merchant marine supports the twin pillars of America's strength: economic prosperity and national security."

The SIU remains a proud part of that formula. Our commitment to delivering the goods has never been stronger.

Volume 66, Number 6

June 2004

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

Copyright © 2004 Seafarers International Union, AGLIWD All Rights Reserved.



U.S. Merchant Marine Included In WWII Memorial Dedication

The new National World War II Memorial in Washington, D.C., scheduled for official dedication as this issue of the *Seafarers LOG* went to press, includes a tribute to the U.S. Merchant Marine.

Two identical merchant marine bronze emblems atop marble bases are featured at the memorial, which was slated to formally open May 29.

More than 1,200 members of the Seafarers International Union gave their lives in World War II.

The U.S. Maritime Administration called the inclusion "long overdue recognition." U.S. Maritime Administrator Captain William Schubert was to represent American mariners during the dedication.

"Merchant mariners crewed the Liberty ships, the Victory ships, and thousands of other ships that carried troops and many tons of materiel for the Allied cause in World War II," the agency noted in a news release announcing its participation in the dedication. "Nearly 215,000 people served in the U.S. Merchant Marine in World War II, and almost one mariner in 30 died in the line of duty. The Merchant Marine suffered higher casualty rates than any branch of the Armed Services except the Marine Corps."

Schubert stated, "The contribution of merchant mariners to the war effort has too often been overlooked. Their inclusion on



The new monument was open for public viewing a month before its official dedication May 29.



the memorial and in the ceremonies is a fitting tribute to the sacrifices made by the merchant marine."

According to Maritime Administration figures, 733

American cargo ships were lost to enemy action during WWII and more than 6,000 civilian American seafarers were killed. Thousands were injured during attacks and nearly 600 were held as prisoners of war.

"Merchant mariners are consistently first in, last out," Schubert added. "In World War II, they were the ones carrying cargo across the

North Atlantic to Britain, and making the runs to Murmansk before the United States entered the war. And when the war was over, it was the merchant marine who also brought the troops home."

The National World War II Memorial, located on the Mall between the Lincoln Memorial and the Washington Monument, opened for public viewing in late April, a month before the official dedication. It is the first national memorial dedicated to all who served during the Second World War.

The memorial was authorized by Congress in 1993. Construction began in September 2001 after several years of fund raising and public hearings. The dedication ceremonies were scheduled to span four days.



The U.S. Merchant Marine emblem appears twice at the National World War II Memorial, at the bases of two flagpoles.

1 Seafarer, 5 Dependents Selected for Scholarships

The Seafarers Health and Benefits Plan has announced this year's scholarship recipients. Selected by a panel of professional educators last month were one Seafarer and five dependents of SIU members—for a total monetary value of \$106,000.

In past years, Seafarers were eligible for three of the scholarships—one four-year, \$20,000 award and two \$6,000 stipends for a two-year course of study at a college or vocational school. This year, however, none of the applicants was eligible for the four-year award, and only one applicant was eligible for the two-year award.

Mark Anthony Dyer from Newbern, N.C. is the Seafarer selected for the two-year scholarship. The five dependents of SIU members are **Mary A. Hornby**, daughter of **James L. Hornby**; **Eleanor R. Preston**, daughter of **Chester W. Preston**; **Aaron J. Gilson**, son of **James O. Gilson**; **Rafika J. Shibly**, daughter of **Mohamed Shibly**; and **Glenys I. Castro**, daughter of **Salome M. Castro**.

This year's selection committee, meeting in San Juan, P.R., was appointed by the Board of Trustees of the Seafarers Health and Benefits Plan.

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

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



The selection committee goes over each of the applications submitted for one of the eight scholarships awarded annually by the Seafarers Health and Benefits Plan.

Tanker Alaskan Frontier Christened



Seafarers will crew up the *Alaskan Frontier*, christened May 20 in San Diego.

The *Alaskan Frontier*, the first in a series of double-hull oil tankers being built for BP Oil Shipping Company, USA, was christened May 20 at the National Steel and Shipbuilding Company (NASSCO) shipyard in San Diego.

SIU President Michael Sacco and SIU Vice President Contracts Augie Tellez represented the union at the event. The ship will be operated by SIU-contracted Alaska Tanker Co. (ATC).

"The *Alaskan Frontier* represents upcoming job opportunities for Seafarers," Sacco noted. "It's also important from the standpoint of helping maintain a pool of qualified, loyal U.S. mariners who may be called upon to support our troops in times of conflict."

The state-of-the-art double-hull ship (as well as its sister ships being built at NASSCO) has a length of 941 feet and a beam of 164 feet. The design of the 1.3-million-barrel-capacity tankers in the Alaska Class will allow maximum flexibility for oil deliveries from Alaska to West Coast ports, including BP refineries in Los Angeles and Cherry Point, Wash.

According to the shipyard, the vessels employ the latest in international marine technologies, including twin-screw, medium-speed, diesel-electric propulsion that can achieve a speed of more than 15 knots. The ships come fitted with the most modern machinery and cargo control systems and an integrated navigation system.

Pam Olver, spouse of Richard

Olver, deputy group chief executive of BP, was the ship's sponsor, naming the *Alaskan Frontier* and striking a ceremonial bottle of champagne on the ship's hull. Bob Malone, chief executive of BP Shipping, Ltd., was the keynote speaker at the event.

Altogether, four Alaska Class tankers are scheduled to be delivered between this summer and the end of 2006.

"These environmentally friendly ships use seawater instead of oil to cool and lubricate the propeller shafts, thus eliminating accidental oil leaks," Malone said. "Their cargo piping, normally installed on the deck, is inside the cargo tanks, to reduce the risk of small spills."

Crescent Boatmen Okay 3-Year Pact

SIU members who sail aboard tugs operated by Crescent Towing approved a new three-year contract that improves health benefits and maintains four-person crews.

The vote, which took place from late April to early May aboard the boats and at the SIU hall in New Orleans, was 123-8 in favor of the agreement.

The SIU represents Crescent crew members on a total of 18 boats in New Orleans; Mobile, Ala.; and Savannah, Ga.

Serving on the union's negotiating committee were New Orleans Engine Delegate **David Walker**, New Orleans Captain Delegate **Joseph Carson**, New Orleans Deckhand Delegate **Richard Rosser**, Mobile Captain Delegate **Ronnie Walker**, Mobile Engine Delegate **Kyle Tucker**, Mobile Deckhand Delegate **John Wint**, Savannah Deckhand Delegate **Charlie Warren**, SIU Vice President Gulf Coast Dean Corgey, SIU New Orleans Port Agent Steve Judd, and SIU Consultant (and retired Port Agent) Jim Martin.

SIU Vice President Contracts Augie Tellez credited the union's bargaining committee for "outstanding work" and also noted that Crescent "refused to bow to certain pressures from elsewhere in the industry. They realized, at the end of the day, that it benefits all concerned to have safe, reliable, enthusiastic crew members who feel like they're partners, so to speak, rather than just numbers."

Like everyone else involved, Corgey described the negotiations as tough, despite the long-standing productive working relationship between the union and the company. "But in very challenging economic conditions, we bargained in good faith to a fair compromise that protects the standard of living for employees while maintaining the competitiveness of the company," Corgey noted. "I take

my hat off to the rank-and-file delegate committee for doing a superb job and hanging in there. They really looked out for the people they work with."

Negotiations took place in New Orleans and lasted about three weeks. In addition to gaining the top medical benefits offered by the Seafarers Health and Benefits Plan (Plan G) and maintaining crew size, the contract changes rules concerning lay-ups so that Seafarers almost certainly will gain additional work.

"I'm proud we maintained people's jobs," Judd stated.

Carson said, "I feel we did very well, considering what we were up against. I think we came out of it great and the company did, too. We made compromises for the medical benefits, which is what everyone wanted. (Maintaining) the fourth man was first, then the benefits. We came out with both."

A 24-year member of the SIU, Carson added that his spirits were lifted by "the strength of the union. If it wouldn't have been for our brotherhood and the leadership of the SIU... We knew we had their support, absolutely. We had everything from legal advice to guys from another union company willing to walk our picket line if we needed help."

Walker, who also has served on numerous negotiating teams, said, "We got a little bloody but we lived to fight another day. I feel pretty good about the contract. (Keeping) the fourth man was the most important thing, along with the new medical plan. I'm 100 percent good with that."

He pointed out that Crescent boatmen now will have full coverage for their dependents, including prescription coverage.



Among those participating in negotiations were (front, from left) Crescent Senior VP Arthur Kulp, SIU VP Gulf Coast Dean Corgey, Crescent Executive Scott Cooper, (standing) Crescent Assistant Operations Manager Jodie Scharfenstein, Crescent Safety Director Keith Glass, Crescent Assistant Vice President Eddie Pinner, SIU New Orleans Captain Delegate Joseph Carson, SIU New Orleans Port Agent Steve Judd, SIU New Orleans Deckhand Delegate Richard Rosser and SIU New Orleans Engine Delegate David Walker. Among those not in the photo but also taking part in negotiations were Seafarers Ronnie Walker, Kyle Tucker, John Wint and Charlie Warren, SIU Consultant Jim Martin and Crescent CEO Keith Kettering.

Similarly, Rosser noted, "The medical plan is a raise in itself—a lifesaver for a lot of people. I think we should be very happy with what we accomplished."

A 30-year veteran of the tugboats, Rosser asserted, "One man's job lost is one too many, and four men is what's needed on Crescent tugs in the Gulf. I really do believe that. It's safe and reasonable, and I hope other companies follow our precedent."

SIU ITF Inspectors Secure \$186,000 In Back Wages for Foreign Crews

Four SIU International Transport Workers' Federation (ITF) inspectors recently secured a total of \$186,000 in back wages for the foreign crews of three vessels.

SIU ITF Assistant Coordinator Enrico Esopa along with SIU ITF Inspectors Arthur Petitpas, Tony Sacco and Shwe Tun Aung came through for the mariners in March.

"Unfortunately, back-wage claims are nothing new aboard some foreign-flag ships," Esopa said. "Many foreign mariners are afraid to come forward because of (potential) retaliation by the shipowners, but the crews have a

great ally in the ITF and its inspectors. When given the chance, we can help."

In early March, Petitpas met with mariners aboard the Malta-flagged *SafMarine Douala* in Camden, N.J. after receiving written complaints from the Filipino crew alleging double bookkeeping (meaning they were paid a lower rate than what their contract called for). The crew also said they had been forced to work unpaid overtime.

Petitpas quickly secured a written agreement from the ship manager (Ormos Compania Naviera of Greece) including not

only back pay, but also a one-month wage bonus. He subsequently met with the crew in Norfolk, Va. and supervised the payment of more than \$53,000 in back wages.

Aung then met the vessel in Houston to check on the final payments (totaling more than \$24,000) and repatriation. He also successfully fought off alleged attempts by the ship's master to blacklist the crew.

Later that month, mariners aboard another Malta-flagged ship operated by Ormos (the *Alice*) contacted the ITF after learning that the *SafMarine Douala* crew had received back pay. At the Red Hook terminal in Brooklyn, N.Y., the *Alice* crew told Esopa that they also were owed money by the company.

In this case, Esopa the next day secured more than \$30,000 in back pay for the crew, along with repatriation for five Filipino crew



Crew members from the *SafMarine Douala* show their thanks to the ITF. They received more than \$77,000 in back pay, thanks to the federation.

members.

Finally in March, Sacco met with Ghanaian crew members of the British-flagged ship *Kent Trader* in Georgetown, S.C. after receiving a report from the ITF's London-based headquarters. The mariners were concerned about unpaid wages.

Sacco contacted the new fleet manager in Germany and secured back pay according to the ITF contract, along with a bonus and

repatriation that were promised to the crew if they sailed the vessel to the next port (Halifax, Nova Scotia). In total, the mariners received more than \$78,000.

The ITF is a federation of more than 550 transport workers' unions, including the SIU. Those unions represent more than 4.5 million workers in 130 countries.

SIU Secretary-Treasurer David Heindel serves as vice chair of the ITF's Seafarers' Section.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, July 5, 2004 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.

SIU-Crewed M/V Resolve Praised for Rescue at Sea

The SIU-crewed *Resolve* recently received a Meritorious Public Service Award from the U.S. Coast Guard for rescuing two fishermen late last year.

AB Paul Altenor was among those who manned the lifeboat which rescued the survivors.

The *Resolve* is crewed by Seafarers and members of the American Maritime Officers (AMO). It is operated by Pacific-Gulf Marine.

The following SIU members were aboard the vessel when the rescue took place: Bosun Ruben Rivera; ABs Altenor, Julio Alvarez and Earl Bostrom; OSs Flora Garland and George Peters; QMED Mark Mosher; OMUs Scotie Beezley and Michael Joel; Chief Steward Griffin Carter; Chief Cook Pedro Edar; SA Eric Hernandez; and Unlicensed Apprentice Lloyd Clark.

The text of the award follows.

"The Commander, Fifth Coast Guard District takes great pleasure in presenting the U.S. Coast Guard Meritorious Public Service Award to Captain Michael R Frye and the crew of the M/V RESOLVE for actions in the rescue at sea of two shipwrecked fishermen on the afternoon of December 13, 2003.

Captain Frye, master of the M/V RESOLVE, was at the beginning of a transatlantic passage off of Frying Pan Shoals, North Carolina, when his crew overheard a partial distress call from the F/V ALL HOOKED UP. Captain Frye notified the nearest Coast Guard station of the call and then, lacking more precise location of the distress, diverted his ship to begin a precarious search based only upon the maximum potential range of radio reception of the call.

"Shortly thereafter, the Coast Guard correlated the distress Captain Frye had heard to an Emergency Position Indicating Radio Beacon (EPIRB) signal and a cellular telephone call from two fishermen who had abandoned the F/V ALL HOOKED UP as it sank, and now were adrift in the vessel's life raft. The Coast Guard notified Captain Frye of this additional information and the specific distress position received through the EPIRB. Captain Frye immediately altered course and made best speed to the identified coordinates. Combating heavy seas and deteriorating weather, Captain Frye and his crew located the life raft containing the two survivors. Working in the extremely dangerous seas and near gale force winds, the crew lowered a rescue boat to retrieve the two hypothermic survivors. After providing essential medical attention, Captain Frye coordinated the transfer of both survivors from the M/V RESOLVE to a Coast Guard helicopter. The two survivors were then safely brought ashore for medical evaluation and treatment.

"The heroic, unselfish actions of Captain Frye and his crew, despite the treacherous weather conditions and the danger to his own vessel, saved two lives and upheld the highest traditions of humanitarian service."



The Seafarers-crewed *Resolve* (formerly the *Tanabata*) earned recognition for rescuing two fishermen.

Seafarer's Last Request Honored



Recertified Steward Robert S. Davis reports that on March 27, 2004, under clear skies, the earthly remains of his late wife, Chief Steward Tracy Jane Davis (pictured aboard the *Overseas New Orleans* in 2001), were scattered on the calm waters of Kailua Bay on the island of Oahu, Hawaii. Sister Davis was a longtime Seafarer, and her last request was that she be set free in the sea in Hawaii on her birthday. Joining Robert Davis at the remembrance were Tracy Davis' father, sister and several close friends. Tracy passed away at her home in Montgomery, Texas in December 2002. Anyone wishing to share their memories of her, or to express any related thoughts, may contact Robert Davis at 99 Lakeview Village in Montgomery, Texas 77356-5917 or telephone (832) 656-6843.

Notice:

Philadelphia Clinic

The Philadelphia health clinic has moved to a different floor in Methodist Hospital (from the first to the second floor). As of May 21, the clinic is located on the second floor. The address is unchanged: Healthmark Clinic, 2301 South Broad Street, Philadelphia, PA 19148.

Instructor Relishes Chance To Help Students Advance

A third generation mariner who comes from a family of educators has concocted the perfect recipe for his diversified talents.

After spending 20-plus years in the U.S. Navy and two more sailing aboard deep sea vessels for the SIU, Bernabe S. Pelingon in 1999 became an instructor at the union's affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Becoming a maritime instructor, in his estimation, has translated into the fulfillment of his destiny.

"I've always wanted to be in a position to help people," said Pelingon, a husband and father of

two daughters. "Rendering assistance to others has always been something I wanted to do, and being here (at the Paul Hall Center) as a maritime instructor provides me with the ideal way of doing it."

Pelingon, who still sails on SIU-contracted vessels, currently serves as the deck department's lead instructor for able seamen. He teaches various deck department courses, including lifeboat/water survival, specially trained ordinary seaman and basic safety training/STCW. So far, Pelingon has achieved a 100 percent passing rate for students in the subject areas of: deck and marlinespike seamanship, cargo handling, navigation, shiphandling, rules of the road and deck safety.

Born in the Philippines, Pelingon is a natural for the classroom. "I come from a family of many educators," he shared. "My mother, sisters, uncles as well as other relatives all are or were educators in the Philippines. At some point in their careers, most of them have been associated with seafarers because in the Philippines you either work on the farm or you work at sea. These are the two largest professions back home, but I knew I did not want to be a

full-time farmer."

Pelingon attended the Iloilo Maritime Academy in the Philippines where he earned an associate's degree in Nautical Science and a bachelor's in Marine Transportation. He also received his third mate's license (unlimited foreign).

Pelingon enlisted in the U.S. Navy in 1977. After serving for 20 years as quartermaster first class, earning numerous decorations along the way and attending a myriad of military training schools, he retired and began contemplating second career options. While a number of professions attracted his interests, his hands-down favorite was the merchant marine.

"I attended a job fair in Norfolk, Va., where I met representatives of the SIU," Pelingon said. "I talked to them about joining the SIU because, based on past experiences, I already knew what was happening with the merchant marines and it was nothing new to me. I guess I really was born one (a merchant mariner)."

In 1997, Pelingon was accepted for the veteran's program at Piney Point. "I was the first veteran in the program that year," he recalled. "Once aboard, I upgraded in all areas of the deck department and then began shipping out."

Completely satisfied with his second career, Pelingon soon began thinking of ways to spread the good news about the merchant marine and the SIU to others. When not shipping, he

thought it might benefit the union as well as military veterans if he attended Navy Transition and Separation Programs in Norfolk and introduced job seekers to the transportation industry.

"My idea was well-received, partly because I had access into the Navy's personnel system, knew how it worked and was a retired military ID card holder," he said. "I started speaking during seminars, sharing my personal experiences and giving various presentations on behalf of the merchant marine. We appealed to the interests of several hundred of people who later came into the SIU under the vets program."

In addition to being a volunteer recruiter, Pelingon helps enlist instructors and serves as a peer tutor and mentor for upgraders at the Paul Hall Center, some of whom have English as a second language.

When asked to share his guiding philosophy on life, Pelingon said, "Take care of people, they are your most valuable asset.

Help them, for they may find it hard not to help you when you're the one in need."

Sailing, Teaching Are Right Mix For Pelingon

Seafarer Bernabe Pelingon has found a winning combination: sailing and teaching.

Pelingon sails in the deck department with the SIU and also serves as an instructor at the union's affiliated Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

"When not in the classroom, he returns to the sea. 'I'm still an active Seafarer today,' he said. 'Making the transition from being an instructor to going back to sea or vice versa is not a problem for me because in either case I'm in a position to help people.'

Mariners who may be interested in teaching at the Paul Hall Center (either full- or part-time) are asked to contact John Mason at (800) 360-1068.



Maritime Instructor Bernabe Pelingon conducts a marlinespike seamanship class at the Paul Hall Center. Pelingon is the deck department's lead instructor for able seamen at the Piney Point, Md.-based school.

Crewing Up the Charleston



The chemical carrier *Charleston* is a new addition to the SIU-contracted fleet, as reported last month. Seafarers in April crewed up the 635-foot tanker in Houston. Among those signing on were Bosun John Nichols, ABs Randell Paredes, Donald Clotter, Harvey Ramos, Tavell Love and Janaro Jackson, QEPs John Bonefont and Clarence Verdun, Chief Cook John Stephen, GUDE Machavellia Bagnby, ACU Gamal Asaad and SA Faustino Castillo. The *Charleston* is the eighth ship in the United States Shipping LLC U.S.-flag fleet.

SIU President Honored by St. Louis AMMV

A group of St. Louis-area U.S. Merchant Marine veterans went all out to honor SIU President Michael Sacco last month during an early National Maritime Day ceremony that attracted high-ranking officials from government and the military.

The S.S. Samuel Parker Chapter of the American Merchant Marine Veterans (AMMV) and Navy Armed Guard hosted the May 15 event at the Soldiers Memorial in downtown St. Louis.

"We just want Mike Sacco to know how much we appreciate everything he's done for us," noted George Ward, an officer with the 90-member Samuel

Parker Chapter who sailed as an NMU member during World War II. "I've met him on several occasions and he's an A-number-1 guy."

Among other efforts, Ward cited the SIU president's active role in helping secure extension of the cutoff date for veterans' status for World War II mariners.

The morning ceremony also featured tributes to war-era mariners, including members of the local AMMV chapter who passed away since last year's National Maritime Day ceremony. But much of the event was dedicated to Sacco, a St. Louis resident who received plaques and proclamations, including declara-

tions from the governor, mayor and other elected representatives. The AMMV chapter dedicated an anchor chain in his honor (situated outside the museum) and also displayed a banner recognizing Sacco as "America's No. 1 Merchant Marine."

SIU St. Louis Port Agent Becky Sleeper introduced the SIU president to the crowd. "The U.S. Merchant Marine has no greater friend than Mike Sacco. He has devoted his life not only to his own union, but really to the entire industry," Sleeper stated. "He is a leading voice in Washington when it comes to promoting the merchant marine's important role as America's fourth arm of defense."

Sacco thanked everyone involved with the day's events and then turned his attention to those mariners who've made the ultimate sacrifice. "The best way we can honor them and confirm that they did not die in vain is to keep the American flag flying on the high seas," he said. "History has taught us, again and again, that when America is involved in conflicts, it depends on the sealift provided by a strong merchant marine. There is no other reliable, practical alternative, as we've again seen during Operation Iraqi Freedom."

Among those attending were Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command (TRANSCOM); Lt. Col. Todd Robbins; St. Louis Mayor Francis Slay; Alderman Stephen Gregali; State Senator



SIU President Michael Sacco (second from left) joins members of the St. Louis AMMV chapter (from left) Bill Hessi, Tex Cannady and George Ward for the ceremony.

Anita Yeckle; State Senator Jack Jackson; Ralph Weichert, superintendent of the museum; and SIU officials including Executive Vice

President John Fay; Vice President Great Lakes Tommy Orzechowski; and SIU of Canada President Roman Gralewicz..



Pictured from left to right are St. Louis Mayor Francis Slay, SIU President Michael Sacco and Soldiers Memorial Superintendent Ralph Weichert.



The S.S. Samuel Parker Chapter of the American Merchant Marine Veterans (AMMV) and Navy Armed Guard surprised SIU President Michael Sacco with a banner (held by, from left, chapter members Don Adams and Harry Student) and also dedicated an anchor chain to him.



Congratulating SIU President Michael Sacco (left) on the ceremony as well as joining in observing National Maritime Day are (from left) Lt. Col. Todd Robbins; Monsignor Sal Polizzi; and Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command (TRANSCOM).



Guests are greeted by Bill Hessi (standing) of the Samuel Parker Chapter of the AMMV.

ITF Questions Elimination of Crew List Visa

International Transport Workers' Federation (ITF) General Secretary David Cockroft recently wrote to the U.S. State Department expressing his disappointment that the government is planning to abolish crew list visas for visiting mariners—despite advice from, among others, the heads of the International Labor Organization and International Maritime Organization that this will penalize mariners and may even undermine major new developments designed to enhance security.

Cockroft wrote in part, "Further to our previous communications during the rule making process, we are extremely disappointed that the United States has issued the Interim Final Rule in Public Notice 4654. We also note that the Public Notice advises that the proposed rule solicited 81 comments from seafarers' trade unions, shipowners and Governments, all of which argued against the elimination of the crew list visa. Moreover, earlier this year the Secretary-General of the International Maritime Organization and the Director-General of the International Labor Office wrote a joint letter to the Secretary of the Department of Homeland Security requesting the United States to recognize the

exceptional position of seafarers in terms of entry into foreign countries and to facilitate shore leave for seafarers.

"The joint letter by the heads of two United Nations Specialized Agencies notes the way the international community has, in the wake of September 11, put in place additional stringent and comprehensive measures to address the question of maritime security. The International Ship and Port Facility (ISPS) Code, adopted by the IMO, which comes into force on July 1 this year, puts seafarers at the forefront of the new maritime security regime. The IMO Diplomatic Conference that adopted amendments to the SOLAS Convention and the ISPS Code also adopted a Conference Resolution on Human Element Aspects and Shore Leave for Seafarers.

"The ILO also promptly responded to a request, which originated from the United States, to revise the Seafarers' Identity Document Convention and adopted ILO Convention No.185 in June 2003.... The fact that two United Nations Specialized Agencies adopted such Resolutions, which recognize that seafarers need special protection, shore leave and facilitation of travel to and from ships, are indicative of the importance the international community attaches to such matters.

"The requirement that seafarers secure individual visa is causing great hardship. The State Department Public Notice wrongly suggests that individual visas would be cheaper as most seafarers would receive a multiple entry, long-term visa. However, it ignores the

fact that the cost of a crew list visa was borne by the shipowner, while the costs associated with the issuance of an individual visa are generally met by the seafarer. As many seafarers come from developing countries and live in communities some distance from a United States Embassy or Consulate, the costs are not insubstantial....

"The State Department Public Notice erroneously suggests that the new seafarers' identity document, which contains biometric details, would take many years to be developed. The Convention has been adopted and the necessary technical standards to ensure global interoperability have just been agreed. Moreover, a number of countries have started to ratify the ILO Convention and some are receiving technical assistance from the United States to implement the onerous provisions associated with the issuance of seafarers' identity documents. We would have hoped that the United States would have encouraged widespread ratification of the ILO Convention, through the provision of an incentive that would have provided more favorable treatment for seafarers holding the new seafarers' identity document.

"The State Department Public Notice states: 'By eliminating the crew list visa, the Department will ensure that each crewmember entering the United States will be required to complete the nonimmigrant visa application forms, submit a valid passport and undergo an interview and background checks.' It also suggests that 'one of the principal reasons for requiring individual visas is the need, for security purposes, for a consular officer to

personally interview each applicant.'

"However, this ignores the modalities of the shipping industry and the fact that many ships, crewed by seafarers who do not hold a valid United States visa and who have not been subject to a consular interview, are likely to call at ports in the United States....

"We are firmly of the view that the new seafarers' identity document, coupled with other measures, most notably the 96 hour rule that requires the details of all persons on board to be submitted to the United States Coast Guard 96 hours prior to the arrival of the vessel, provide an equivalent level of security and adequate time for background checks....

"Seafarers cannot understand why they are subject to such a visa regime by the United States and are, at the same time, expected to be responsible for the ship's security and for the implementation of the onerous duties imposed by the ISPS Code....

"The ITF stands ready to co-operate with the various United States agencies to put in place a regime which will improve maritime security and the homeland security of the United States, while at the same time, providing for the more equitable treatment of seafarers and recognizing their crucial role in terms of functioning of the global economy and their pre-eminent role in enhancing maritime security."

The ITF is a federation of more than 550 transport workers' unions which represent more than 4.5 million transport workers in 130 countries.

Ed Turner, Retired SIU VP and MC&S Founder, Dies

Retired SIU Executive Vice President Ed Turner, a link to the union's storied past and a former president of the Marine Cooks and Stewards (MC&S), died April 30. He was 82.

Nearly 70 years ago, with the seamen's movement facing extreme challenges, Brother Turner was part of a generation of labor leaders who recognized the deep sea sailor and laid the foundation for improved wages, working conditions and job security. He also played a pivotal role in many of the union's early organizing drives.

"Ed was an extremely loyal and dedicated member of our union for more than six decades," noted SIU President Michael Sacco. "He always promoted the interests of Seafarers and the good of the maritime industry first. We all will miss him a great deal."

"He did a lot of good things for the Marine Cooks and Stewards (MC&S)," noted SIU Assistant Vice President Nick Celona, referring to the union that merged into the SIU's Atlantic, Gulf, Lakes and Inland Waters District in 1978. "Ed was one of the old guard and he enjoyed helping people. He was politically active and stayed involved with the union well past retirement."

United States Senator Dianne Feinstein (D-Calif.), in a letter of condolence to Turner's son Tom, said, "Ed was a man who wore many hats and wore them all very well. I remember him when he served as President of the Marine Cooks and Stewards and later became a hardworking and well-respected Executive Vice President of the Seafarers Union. He served with honor and distinction and earned the reputation of integrity and fairness. He worked

hard to ensure a high standard of safety in the workplace and fair wages for workers. He did so much for so many in San Francisco, and he will be sorely missed by all who were fortunate to know him, especially by his friends at the Calamari Club. He has set a standard of excellence for all who will follow in his footsteps."

Turner was born in Flemingsburg, Ky., and was raised in Lucasville, Ohio. He was a man of many adventures and many accomplishments. Before the outbreak of World War II he joined the Navy. He was present during the bombing of Pearl Harbor. After serving his time in the Navy, he joined the SIU and quickly moved up the ladder to become a bosun.

In 1947 he became an organizer for the SIU. Four years later, Turner organized and founded the MC&S. Turner in 1957 was elected president of the MC&S and shortly thereafter founded one of the first maritime training schools in the hills of Santa Rosa, Calif., training thousands of men and women for the steward department in the maritime industry. He held the MC&S presidency until 1978 and was instrumental in merging the union with the AGLI-WD. Following the merger of the two unions, Turner became SIU vice president West Coast. Prior to his retirement in 1985, he became executive vice president of the SIU.

In addition to the maritime industry, Turner also was active in many other organizations. He was a member of the San Francisco Blue Lodge No. 120 F&A.M., a 32nd Degree Scottish Rite Mason and a Shriner. Turner was a member of the San Francisco Calamari

Club, a director of the Red Cross Disaster Corp., Commonwealth Club of San Francisco, Irish/Italian Israeli Society, Navy League of the United States, and Propeller Club of the United States. He also was a lifetime member of the Veterans of Foreign Wars.

In past years, Turner was active in advising a number of humanitarian groups including the Apostleship Of the Sea, American League for the Handicapped, Colombian Missionary Fathers, Jewish Labor Committee, Samoan Civic Association, Seven Step Foundation, USO and the City of Hope, for which he was named Man of the Year and awarded the

Golden Torch Award in 1971. He was a founding member and the first president of the American Merchant Marine Veterans Golden Gate Chapter.

Funeral services for Turner were held May 6 in Richmond, Calif. His wife of 54 years, Betty Jean Reynolds Turner, preceded in him death.

Survivors include his daughter, Jackie Hernandez; son and daughter-in-law, Tom Turner and Susan Turner; grandchildren, Betsy Dye, Larry Hernandez, Jeff Tice, Ed Turner II and Tom Turner Jr.; and great-grandchildren, Daniel Dye, Nicole Dye, Ashley Dye, Brittany Hernandez, Justin Turner, Simone Turner and Ed Turner III.



Ed Turner stands at the wheel during the early 1980s.

Retired UIW Director Edney Dies at 87

The union last month lost a staunch labor pioneer with the passing of retired United Industrial Workers (UIW) National Director Steve Edney. Brother Edney died May 4 in California following a lengthy illness. He was 87.

"Our union and the labor movement as a whole has lost a truly devoted combatant who never backed down from a fight," said SIU President Michael Sacco. "Steve selflessly and generously gave of himself so that things would get better for all of his union brothers and sisters."

"Through his efforts over the years," Sacco continued, "thousands of workers on the West Coast and especially in the Terminal Island, Calif. area gained improved treatment in terms of working conditions, wages, and benefits. We all owe him a debt of gratitude and he will be sorely missed."

John Spadaro, who in 2001 succeeded Edney as national director of the SIU-affiliated UIW, also remembered Edney as a labor stalwart. "I have only good things to say about Steve because he did it all for the UIW for such a long time," Spadaro stated. "He made so many contributions to the UIW and the labor movement as a whole. We will miss him a great deal."

UIW Wilmington, Calif. Representative Beatrice Ortegon described Edney as "a real people's person ... one who always put the needs of others ahead of his own. Steve was one of the finest and most honest people I have ever known," Ortegon said. "He was very knowledgeable and well versed in all aspects of the labor movement and laborers' rights ... In so many ways, he taught me the real meaning of the word union."

A native of Anderson, S.C., Edney became acquainted with organized labor during in the late 1940s after he migrated to the West Coast. His first job there was with Todd's Shipyard in San Pedro, Calif. where he worked as a member of the shipbuilders union. Not long thereafter, Edney left the shipyard in the midst of massive layoffs to take a position in a canning plant, which then was represented by the Cannery Workers Union of the Pacific, an SIU affiliate.

Soon after coming aboard at the canning plant, Edney was elected shop steward. Then, he was voted in as chief shop steward. At this juncture, he became increasingly agitated by the quality-of-life issues affecting his fellow cannery workers—especially the absence of benefits. Workers had no health insurance or pension plan. Edney organized a shop stewards council.

Among other functions, the council would address health insurance and pensions.

Edney approached union officials about these concerns and remained persistent until they were addressed and ultimately remedied. In the process, Edney became a union representative as well as president of the shop stewards council that he had earlier formed.

Over the years the Cannery Workers Union of the Pacific grew in numbers as well as strength, reaching its peak with more than 10,000 members. As the union grew, so did Edney's role in it. He became a business representative, then vice president, and later president of the union.

In September 1970 Edney was elected a vice president of the California Federation of Labor. This marked the first time in the history of the 1.3-million member California AFL-CIO that a black person was elected into office.

Some 10 years later, Edney met with then SIU/UIW President Frank Drozak to discuss a merger of the Cannery Workers Union of the Pacific with the SIU/UIW. After their talks the merger was approved.

Edney was elected to the UIW national director post in 1981. He retired from that position in 2001 following more than a half century of dedicated service.

Funeral services were conducted for Edney May 12 in Culver City, Calif. He is survived by his wife Alberta; daughter, Lena; son, Henry and daughter-in-law, Barbara; two grandsons, Russell and Tyus Edney; three great grandchildren, Kennedy, Kolbi Rae and Tyus Dwayne Edney; a sister, Elizabeth Winkfield; and a host of other relatives and friends.

Union Mourns Passing of Retired NMU Port Agent Ike Williams

Retired NMU Port Agent Isaiah "Ike" Robert Williams Sr. passed away May 2 in California. He was 71.

Born just outside the city limits of Dardanelle, Ark., Brother Williams was a veteran of the U.S. Army. He launched his NMU career in 1966 and sailed on deep sea vessels until 1977.

During his days at sea, he served on several vessels as engine department delegate and ship's chairman. As a rank-and-file member, Brother Williams constantly was involved in the affairs of the union's membership.

A staunch advocate for worker rights, he was actively engaged in organizing. Brother Williams was a delegate to the 17th National NMU Convention from the port of San Francisco and served on the contract committee in 1976. After becoming a union official, he served as a registrar, patrolman and port agent in the ports of San Pedro, San Francisco and Seattle. Brother Williams also served as the NMU national representative in charge of the West Coast.

"Ike was a very compassionate person who related to and identified with the membership," said former NMU President and current SIU Vice President at Large René Lioeanjie. "No member's beef was ever too small to be considered by him. To those who knew him, he was a true brother. He will be missed."

"Ike was a unique person," offered Talmage Simpkins, executive director, AFL-CIO Maritime Committee, who knew Williams personally and professionally. "His large physical presence was deceiving in that he was always mild-mannered and receptive to the members regardless of the situation."

Simpkins concluded, "He never—in the 30-plus years that I knew him—let anything interfere with what was best for the members and the union."

John Cox, SIU port agent in Wilmington, Calif., worked with Brother Williams on several occasions. "All I can say about Ike is that he was a true union man through and through. He'd go to bat for his brothers and sisters without hesitation and regardless of the nature of their respective situations."

"With a champion like Ike fighting for their cause, union members could always rest assured that their concerns would be addressed," Cox continued. "We all have suffered a tremendous loss with his passing."

Funeral services for Brother



Isaiah Williams (left) joins former NMU President and current SIU VP at Large Rene Lioeanjie and Talmage Simpkins, executive director, AFL-CIO Maritime Committee (right), during the 1999 Maritime Trades Department meetings in Los Angeles.

Williams were held May 10 at the Harrison Ross Mortuary's Firestone Chapel in Los Angeles. The burial was private.

Survivors include Brother Williams' seven children: Isaiah Robert Williams Jr. of Arizona; Greg Williams of Reno, Nev.; Keith Williams and Scott Williams, both of Muskogee, Okla.; Terry Williams of Tulsa, Okla.; Judy Roberta Williams of Minnesota and Linda Hubson of Oklahoma City, Okla.

In addition to the foregoing family members, Brother Williams had three stepchildren: LaShaun Roper, Vance Crawford and Uchenna Mbelu, all of Los Angeles. Brother Williams also leaves behind a host of siblings, other relatives and friends.



Retired UIW National Director Steve Edney, center, receives an award recognizing his 50-plus years of service to organized labor during the April 2001 AFL-CIO Union Industries Show in Los Angeles. Making the presentation are AFL-CIO Secretary-Treasurer Richard Trumka (left) and Union Label & Service Trades Department President Charles Mercer (right).

Seafarer



Mark Anthony Dyer

Two years ago, **Mark Anthony Dyer**, 36, of Newport, N.C., received a two-year scholarship for study in the culinary field at Johnson & Wales University in Norfolk, Va. This year, the deep sea member again was awarded a two-year stipend, and he will use it to continue his degree in applied science and culinary arts.

Dyer began sailing in 1989 at the urging of his younger brother Aaron. (Two other brothers, Jeff and Lance, also sail.) Over the years, the chief steward has received many compliments and praises for his dedication and professionalism in the galley and for his strong interest in the welfare and morale of his fellow crew members.

His brother Aaron passed away at the age of 20, and Dyer, in winning this and the previous scholarship, is keeping a promise he made to his younger brother to better himself in his chosen field.

In addition to his studies, Dyer is a member of the American Culinary Federation. He and his wife, Kicia, have one son and two daughters.

Dependents

Five \$20,000 scholarships were awarded to dependents of SIU members.



Mary A. Hornby

Mary A. Hornby is graduating this month from White Pass Junior/Senior High School in Randle, Wash. She is the daughter of Liatris and AB **James Hornby**, who joined the union in 1961 and currently sails as an AB.

The 17-year-old plans to major in journalism or linguistics at Brigham Young

When the Seafarers Health and Benefits Plan (SHBP) scholarship program was introduced in 1953, it was considered one of the most progressive and forward-looking measures to be adopted by any trade union. At that time, four full college scholarships in the amount of \$1,500 each were awarded to children of Seafarers or to Seafarers not over 35 years of age who qualified in competitive examinations.

For more than half a century, the SHBP has continued to award scholarships to deserving Seafarers as well as to spouses and dependents of SIU members. This year, the plan has selected six

recipients—for a total monetary value of \$106,000.

Chosen by a panel of professional educators last month were one Seafarer and five dependents. In past years, Seafarers were eligible for three of the scholarships—one four-year, \$20,000 award and two stipends for \$6,000 each. This year, however, none of the Seafarers who applied qualified for the four-year award, and only one was eligible for a two-year scholarship.

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

Union Scholarship Program Awards \$106,000 to Six College-Bound Students

University in Provo, Utah.

As the youngest of eight children, Hornby has always been an avid reader. She notes that “when I wasn’t busy doing chores or farm work, I would read to entertain myself.” She excels academically (a 3.99 grade point average), participates in school sports (volleyball, cross country, track and field) and has a love of learning that is contagious. She is a member of her school’s Knowledge Bowl, jazz and honor bands, National Honor Society, Spirit Club, Student Leadership Team and has held a number of class offices as well as performed community volunteer work.

Hornby would like to make a career of writing. “I may not care to write with the intent of changing the world,” she stated in her application, “but if, by some strange chance, I do revolutionize the planet, I would not be displeased. I merely want to write about things that make me smile and, hopefully, brighten the lives of other people, too.”



Eleanor Preston

Eleanor Preston is graduating this month from Lake Taylor High School in Norfolk, Va., where she ranks second in a class of 264 students and is the class salutatorian. She is the daughter of Elena and **Chester Preston**, a deep sea member since 1991, who works in the engine department.

The 18-year-old loves science and plans to attend the

University of Virginia, majoring in biomedical engineering. She hopes to be a nuclear med-tech or engineer, and looks forward to going full time into the medical field. Preston already has participated in the Magnet School for the Science and Health Professions held at Eastern Virginia Medical School, where she took chemistry, physics, AP biology, anatomy and physiology, and had an opportunity to examine organs and cadavers. But her interests span a wide variety of subjects: She also plays sports and musical instruments and is involved in other school activities as well as with her family, church and community.



Aaron J. Gilson

Nineteen-year-old Aaron J. Gilson of Norris, Tenn. is the son of Debra and **James O. Gilson**. His father, who works in the deck department in the inland division, has been with the union since 1997.

A 2003 graduate of Anderson County High school in Clinton, Tenn., Gilson was ranked first in his class, was valedictorian at his graduation and was listed in “Who’s Who Among American High School Students,” as well as receiving many other honors. He already has completed one year at Rochester Institute of Technology (RIT) in Rochester, N.Y., where he is majoring in computer engineering, and will use his scholarship money to continue his studies there. Gilson has taken on a

heavy schedule of courses along with membership in the RIT Honors Program and membership in the Air Force ROTC—and still has been able to maintain a 3.95 grade point average, volunteer his time to help others, lead an active social life and participate in intramural sports.

As a member of the Air Force ROTC, Gilson is assured a career straight out of college. After graduating from RIT with his computer engineering degree, he plans to enter the U.S. Air Force as an officer. “This opportunity will provide me with a stable environment in which to begin my adult life, providing a chance to serve and protect my country while also allowing me to grow and experience my career field.”



Rafika M. Shibly

With a love for business and the international community, Rafika M. Shibly plans to use her scholarship to study managerial and international business at the undergraduate level and then obtain an MBA. She has applied to George Washington University in Washington, D.C. as well as the University of Washington and Seattle University, both in Seattle, Wash.

The 18-year-old is the daughter of Marianne and **Mohamad Shibly**. Her father sails as a chief cook in the deep sea division and has been a member of the SIU since 1985.

Shibly is graduating from

Franklin High School in Seattle, where she carries a 4.0 grade point average. She has taken honors and college prep courses and was elected president of the school’s Academy of Finance program. She has served as vice president of the National Honor Society, co-chair of the Seattle Academy Student Leaders, and participated in other clubs, including the Key Club, as well as girls’ tennis. She also has volunteered her time to tutor students and provide clerical support in the main office. Last summer, Shibly was selected for an internship at the investment firm of Smith Barney.

Shibly, who wants to incorporate travel into her future career, eventually hopes to head up her own corporation and take it global.



Glenys Castro

Glenys Castro is graduating this month from McDonough #35 High School in New Orleans, La., 7th in her class of 243 students.

She is the daughter of Glenys and OMU **Salome Castro**. Her father joined the union in 1989 and sails in the deep sea division, most recently aboard the *Seabulk Arctic*.

Castro plans to use her scholarship money to attend Louisiana State University, where she will major in pre-medicine and later specialize in pediatrics.

Throughout her high school years, where she maintains a 3.9 grade point average, Castro has received numerous awards. She has been an active member of the National Honor Society (vice president), student council (secretary), Future Health Professionals and Mu Alpha Theta. She also is enrolled at Xavier University of Louisiana, where she is taking college courses for credit.

The 18-year-old volunteers her time to tutor her peers and also has a part-time job as a cashier at a local supermarket.

Castro says she has the dedication to become a doctor, and with the help of this scholarship, she is one step closer to achieving her ultimate goal.

Those Seafarers and dependents who previously applied for a scholarship and were not selected are encouraged to apply again next year, provided they still meet all the eligibility requirements.



Bosun Ralph Moore (center) welcomes SIU President Mike Sacco (left) and SIU Secretary-Treasurer David Heindel to the open house.



Retiree Joe Clark (left), Chief Cook Luis Caballero



AB Thomas Corrales, VP Contracts Augie Tellez, Bosun Rafael Pereira, Bosun Robert Zepeda, VP Dean Corgey

Houston Hall Hosts 'Open House'

More than 150 Seafarers and retirees and their families stopped by the Houston SIU hall for an "open house" May 6.

Houston Patrolman Kevin Marchand sent the following summary:

"Over the past several months, the Houston hall has gone through many improvements. The hall was remodeled with new furniture, the place was completely painted, new carpet was laid in the office area, and the tile floor was redone. Also, a new TV set was purchased for the membership.

"Several officials from SIU headquarters came to



The Houston hall has undergone many improvements in recent months.

check out the remodeling and visit with the Houston-area membership on May 6. President Mike Sacco, Executive Vice President John Fay, Vice President Contracts Augie Tellez and Secretary-Treasurer Dave Heindel were on hand for the enthusiastic but informal gathering.

"We at the hall had invited all the local membership and their families to attend the open house and enjoy the famous barbecue delights that were served. More than 150 members and their families were on hand to greet Mike and the other officials as well as the local staff, and we all enjoyed a good time.

"Mike took the podium and addressed the membership with an inspirational speech that moved everyone. He talked about the importance of the U.S.-flag fleet and how well we've performed during Operation Iraqi Freedom 2. He also touched on topics concerning MMD renewals and Coast Guard issues; the importance of SPAD and how the funds are used; and the Jones Act. He stressed the importance of making sure we all have the training we need and the value of upgrading at Piney Point.

"Father **Sinclair Oubre** was on hand for the invocation.

"A number of Seafarers presented SIU Vice President Gulf Coast Dean Corgey with a ship's wheel (with a clock) in appreciation of all the good work he has done keeping people working.

"This whole gathering wouldn't have happened without SIU Assistant Vice President Jim McGee (Jimbo), who worked what seemed like endless hours putting it together.

Bosun **Ralph Moore** volunteered his time and cleaned and painted the hall. A big vote of thanks goes to Brother Moore for all his help.

"Patrolman Jimmy White held the counter down while everyone was on the third floor. All the members had a great time and enjoyed the food.

"Lastly, I can't forget the rest of the staff that works so hard around our office day in and day out. Houston is a very busy hall and the staff gives it their all."



AB Thomas Haney and his wife, Julie, were among 150 or so Seafarers and their families who came to the open house.



Patrolman Jimmy White, President Mike Sacco



On behalf of numerous Houston-area Seafarers, Bosun John Cain (left) presents SIU VP Gulf Coast Dean Corgey with a ship's wheel as a thank-you for the official's work.



Active and retired Seafarers took part in the event. Among those pictured here are Retiree Joe Clark, SA Rodrigo Jimenez, Chief Steward Mariano Norales, Chief Cook Luis Caballero and OS Brian Kinard.



VP Contracts Augie Tellez, Bosun Clyde Smith

Hands-On Training in Piney Point



Pictured here are students (including Seafarer Joe Kadak, top photo) honing their skills last month at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. As part of an ATB Operations class, the Seafarers worked on a CAT 3608 engine which was donated to the school by Marine Transport Lines. Other students, including unlicensed apprentices, also utilize the engine for various courses.



In the Port of San Francisco



ABOARD THE APL SINGAPORE — Churney William (above left) is the chief cook on the *APL Singapore* (above right), which recently sailed into the port of San Francisco. Steward/Baker Peter Schmitt (below left) is at work in the galley of the vessel, and ACU Quarish Abdulla is below right.



ABOARD THE APL KOREA — Chief Cook Ali Yahya (left) and ACU Moega Talama start breakfast aboard the American President Lines vessel.



SLUSHING — Cleaning and lubricating the wires (slushing) takes place on a regular basis. Deck department members took advantage of their port time in San Francisco to get some of the work done, as on the *Keystone State* (above). Performing the task are (below, from left) AB Gheorghe Savencu on the *Keystone State*, AB Mike Carvalho on the *Grand Canyon State* and AB John Young on the *Gem State*. These are three of the Military Sealift Command's 10 crane ships.



ABOARD THE R.J. PFEIFFER — Working in the galley of the Matson Navigation Co. vessel are Chief Cook Mark Cabasag (left) and ACU Christopher Hyatt.



ABOARD THE GRAND CANYON STATE — GUDE Larry Ganon is operating a crane on the *Grand Canyon State*.

Annual Union-Industries Show Gets Great Turnout in St. Louis

The annual AFL-CIO Union-Industries Show drew an estimated 300,000 visitors last month at the America's Center in St. Louis. Themed "America at Its Best" and produced by the AFL-CIO Union Label and Service Trades Department, the show took place April 23-26. The SIU and its affiliated United Industrial Workers (UIW) participated.

The show featured the latest in union-made-in-the-USA autos and accessories, motorcycles, hardware, clothing, sporting goods, furniture, baked goods and groceries, appliances and housewares spread across an area equal to four football fields.

Interspersed with product displays were exhibits by skilled craft workers demonstrating everything from ornate sheet metal work to bricklaying, carpentry, decorative plastering, iron work and plumbing while offering information on how to get training to prepare for good union jobs and the pay and benefits those jobs provide.

UIW-contracted companies that participated in the show included Bron-Shoe; Church & Dwight; Franklin Glue; Worthington Foods; Sealy Mattress; Juanita's Foods; Cott Beverages; the Queen Mary; La Victoria; and Chicken of the Sea.



Visitors stop by the SIU-UIW booth at the annual Union-Industries Show last month in St. Louis.



Pictured at the SIU-UIW booth are (from left) UIW VPs Herb Perez and Bill Ellis, SIU VP Contracts Augie Tellez, retired UIW VP Bill Dobbins, UIW Representative Kevin McDonald, SEATU member Ron Griffin, SIU President Michael Sacco and UIW National Director John Spadaro.

According to the Union Label and Service Trades Department, the show received "major play" in the St. Louis media, including newspaper stories and generous radio and television news coverage.

Missouri Governor Bob Holden and St. Louis Mayor Francis Slay joined with AFL-CIO Secretary-Treasurer Rich Trumka, Missouri AFL-CIO Secretary-Treasurer Herb Johnson and St. Louis AFL-CIO Secretary-Treasurer Bob Soutier to open the event.

"The story behind every product you see here is the story of what makes our country great," Trumka said.

Holden echoed the message of pride in labor's accomplishments. "Unions have made our nation what it is today . . . and labor is critical to the nation's future, essential to make sure our nation can grow and sustain a middle class," he said.

The show also hosted 500 local school-

children in an outreach to the St. Louis-area school system.

"The theme—America at Its Best—was a great description of the content and the purpose of the show. Hard work and dedication by union leaders from St. Louis and throughout the state helped make this show one of the best we've ever had," noted Charles Mercer, president of the Union Label and Service Trades Department.

Next year's show is scheduled to take place at the Oregon Convention Center in Portland (April 29-May 2).



SIU President Michael Sacco hands out some free samples of union-made products that were donated for the show.



AFL-CIO Secretary-Treasurer Richard Trumka (left) chats with UIW officials (from left) VP Bill Ellis, National Director John Spadaro and VP Herb Perez.



Great prizes like this union-made motorcycle are part of the attraction at the annual trade show.



A number of UIW-contracted companies loaned or donated display items, including Juanita's Foods and Chicken of the Sea (left), Bron-Shoe (above) and Church & Dwight (right).



SEAFARERS FAMILY photos



Earl Shakes and his wife, Lashawn, met at the Paul Hall Center when both were in the trainee program. They now live in Jacksonville with their son, Anthony. Earl sails as an oiler while Lashawn works as a DEU.



At home in Isabela, P.R. during vacation, GUDE Reina Mendez enjoys time with her daughter, Reyna Lee Mendez.

Children, birthdays, anniversaries, friendships . . . These are some of the images we all look forward to seeing—and sharing with our fellow Seafarers.

If you have a family-related photo you would like to be included in the next family photo page, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photos will be returned, if so requested.

If e-mailing digital images, please send them to dhirtes@seafarers.org. The higher the resolution, the better.



Vern Poulsen (left), shoregang bosun in Tacoma, Wash., celebrated his 70th birthday March 6. Among the many in attendance were SIU Assistant Vice President Don Anderson (center) and Horizon Lines Senior Vessel Superintendent Jay Hess.



AB Arthur Machado, (center) who retired last year, poses with his wife, Barbara, and a friend, AB Henney Haylock. On Nov. 6, the Machados will celebrate 32 years of marriage. They live in Belle Chasse, La.



Michael "Bubba" Neathery is a regular at the Norfolk, Va. hiring hall. His daddy is OMU Brad Neathery. Other family members who are in the SIU include uncles Anthony "A.J." (FOWT), Keith (QMED) and Ryan (wiper), as well as "Paw-Paw" Emmett Neathery (QEE).



Thor Young, who sails as a bosun from the port of Baltimore, poses with his wife, Holly Beth, and their son, Baron Thor.



Retired Seafarer Ian Allison (left) sailed with the SIU during World War II. He currently serves as president of the North Bay Chapter of the American Merchant Marine Veterans and continues to seek support for H.R. 3729, which would pay a monthly benefit to qualified merchant mariners. With him is Congressman Bob Filner of California, who introduced the bill in the House of Representatives Jan. 27.

U.S. Mariners Past and Present Praised for Patriotism, Reliability

A host of dignitaries on May 20 paid tribute to the U.S. Merchant Marine for its 230 years of service to the nation during the 71st observance of National Maritime Day in Washington, D.C.

Secretary of Labor Elaine L. Chao; Secretary of Transportation Norman Y. Mineta; U.S. Maritime Administrator Capt. William G. Schubert; Under Secretary of Transportation for Policy

proud to be part of a celebration honoring the brave merchant mariners who have sacrificed so much to keep our country free and secure."

Secretary Mineta, after receiving the American Spirit Medallion from National D-Day Museum President and CEO Gordon H. Mueller, reflected on the actions of merchant mariners during World War II who sacrificed their lives in service to the nation.

Merchant mariners crewed the Liberty ships, the Victory ships, and thousands of other vessels that carried troops and many tons of materiel for the Allied cause in World War II. Nearly 215,000 people served in the U.S. Merchant Marine during the campaign, and nearly one mariner in 30 died in the line of duty. In fact, the U.S. Merchant Marine suffered higher casualty rates than any branch of the armed services except the Marine Corps.

"They traveled unarmed, often into dangerous waters, to support our armed forces overseas," Secretary Mineta said. "Their work was vital to the Allied cause, and without their sacrifice our freedom might have been lost."

Using a quote from Supreme Allied Forces Commander Gen.

Dwight D. Eisenhower to demonstrate the role mariners played during the war, Mineta said, "Every man in this Allied command is quick to express his admiration for the loyalty, courage and fortitude of the officers and men of the merchant marine."

Secretary Mineta said a strong U.S. Merchant Marine "is essential to support overseas military operations," in today's world. "More than 5,000 merchant mariners voluntarily put themselves in harm's way to transport much-needed equipment and supplies to our troops serving in Operation Enduring Freedom and Operation Iraqi Freedom," he said.

"Our wonderful commander in chief, President George W. Bush ... appreciates the mariners who stand ready to support our nation's commerce and nation's armed forces whenever and wherever they are needed," Mineta said. "At the U.S. Department of Transportation, we too stand ready to support our mariners and present."

Maritime Administrator Capt. William G. Schubert noted that the U.S. Merchant Marine was founded in 1775, and has served in every conflict in United States history. "Merchant mariners were ready to serve their country at a moment's notice in the past, are prepared to do so now, and will continue to be prepared in the future," he said.

Jeffrey N. Shane, Under Secretary of Transportation for Policy, was the keynote speaker during the Maritime Day ceremony at the Propeller Club. Among other issues, he discussed progress on the industry-anticipated SEA-21 program.

Noting that the comprehensive Marine Transportation System initiative is under final policy review, Secretary

Shane said that SEA-21 will emphasize a new measure of leadership and coordination with DOT, and across the federal government. It will focus on leveraging funds from federal, state and local governments, as well as the private sector, to address the capital needs of the marine transportation system.

"We will also carefully examine the tax burdens on our maritime sector with the goal of improving our fleet's and crews' ability to compete internationally," he said.

At the Washington Navy Yard, Vice Adm. Brewer noted, "Since 1949, Military Sealift Command has depended on America's merchant mariners to provide the best ocean transportation system in the world. MSC is proud of our civilian mariners, so it is fitting that today is set aside to acknowledge the great debt of gratitude we owe to the dedicated men and women of the U.S. Merchant Marine.

"We especially remember those who made the ultimate sacrifice," the admiral concluded.

U.S. Representative Gene Taylor (D-Miss.) delivered the keynote address at the MSC event. He paid tribute to the courageous U.S. merchant mariners who have served in all conflicts.

"The stories of their (merchant mariners) sacrifices are incredible," Congressman Taylor said.



U.S. Secretary of Transportation Norman Y. Mineta wears the American Spirit Medallion, which he received from National D-Day Museum President and CEO Gordon H. Mueller during Maritime Day celebrations at the Navy Memorial.

Jeffrey N. Shane; Vice Admiral David L. Brewer III, commander, Military Sealift Command (MSC); and U.S. Congressman Gene Taylor (D-Miss.) each noted with praise and gratitude the varied contributions of U.S. crews past and present during events hosted by the U.S. Maritime Administration (MarAd), MSC and the Washington Chapter of the Propeller Club.

SIU officials and a large contingent of apprentices from the union's affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. also attended the events.

"In peace and war, the merchant marine supports the twin pillars of America's strength: economic prosperity and national security," Secretary Chao said during her remarks at the MarAd ceremony at the U.S. Navy Memorial.

"In peace they keep America working with the world by transporting our imports and exports," she continued. "They crew the ships that conduct our worldwide commerce and they are vital to our prosperity. In war, they serve alongside our soldiers as an auxiliary to the U.S. Navy."

Focusing on the vital role merchant mariners played during Operations Iraqi Freedom and Enduring Freedom, Secretary Chao said, "The fall of Saddam Hussein would not have happened without the assistance of the U.S. Merchant Marine fleet....When the history of this war is written, the U.S. Merchant Marine will be remembered as it has been in every war; that their service was vital to our victory.

"So today on National Maritime Day," Secretary Chao concluded, "I am



Maritime Administrator Capt. William G. Schubert noted that the U.S. Merchant Marine has served in every conflict in U.S. history.

"We owe a great debt of gratitude to the thousands of young Americans who stepped forward to serve their country in times of war like World War II," he continued. "It was just remarkable sacrifice."

"Today we grieve that we have now lost over 700 young Americans in Iraq," the congressman added. "But to think of the thousands if not the tens of thousands of merchant mariners who stepped forward and gave their lives during World War II is truly a testimony first to them and then to the nation that they were willing to die for."



May 21 NATIONAL MARITIME DAY BY THE PRESIDENT OF THE UNITED STATES A PROCLAMATION

National Maritime Day provides an opportunity to honor the U.S. Merchant Marine and their contributions to our Nation.

Since they first offered their ships and services to our Nation in 1793, in support of our independence, to their distinguished service in World War I, World War II, and Korea, the sacrifices of these patriots and established the U.S. Merchant Marine as an auxiliary in time of war or national emergency." Today, the U.S. Merchant Marine supplies and equipment to our troops in Iraq and brave mariners continue to play an important role in our Nation's efforts to achieve peace and stability in the world, and we are grateful for their dedication.

Merchant mariners also contribute significantly to our Nation's economic growth. More than 95 percent of non-North American trade entering the United States is handled by the U.S. Merchant Marine. Those in the maritime industry, including merchant mariners, help promote America's economic growth.

Today, we honor the courage, determination, and patriotism of the U.S. Merchant Marine and remember the many who have given their lives in service to our Nation. Their patriotism and devotion to duty that make America a stronger Nation.

In recognition of the importance of the U.S. Merchant Marine, I have approved on May 20, 1933, as amended, has proclaimed National Maritime Day, and has authorized and requested the U.S. Merchant Marine to call for its appropriate observance.

NOW, THEREFORE, I, GEORGE W. BUSH, President of the United States, do hereby proclaim May 22, 2004, as National Maritime Day, to celebrate this observance and to display the flag of the United States in all communities. I also request that all ships sailing under the flag of the United States do the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Office of the President of the United States at two thousand four, and of the Independence of the United States, the hundred and twenty-eighth.

MARITIME DAY 2004



Secretary Chao Issues Maritime Day Statement

Editor's Note: U.S. Secretary of Labor Elaine L. Chao was a principal speaker during National Maritime Day ceremonies at the U.S. Navy Memorial in Washington D.C. Following is a statement she released for the observance.

On this National Maritime Day 2004, I urge all Americans to honor the brave men and women who serve in the United States Merchant Marine and to remember those merchant mariners who have made the ultimate sacrifice and given their lives in the service of our country.

The record of our merchant mariners and their contribution to our nation is long and distinguished. Their history of devoted service—in both war and peace—is an inspiration to every generation of Americans. Their tradition of courage, patriotism and perseverance has become an integral part of our nation's heritage.

Today, merchant mariners are crewing auxiliary vessels for the United States Navy and supporting our troops in Afghanistan and



U.S. Secretary of Labor Elaine L. Chao expressed her pride at being part of a celebration honoring the "brave merchant mariners who have sacrificed so much to keep our country free and secure."

called upon to support military operations overseas. More than 5,000 brave merchant mariners have put themselves in harm's way to deliver to our troops the combat gear, fuel, and other supplies needed to complete the liberation and reconstruction of Iraq. All told, merchant mariners have delivered more than 2.6 million short tons of cargo, representing more than 85 percent of the equipment and supplies needed by our brave troops. And true to America's compassionate character, these courageous merchant mariners are also delivering food and supplies to the Iraqi people.

The United States in the 21st Century is the single largest national economy in the world and a premier force in international trade. America needs a strong U.S.-flag merchant marine to carry our commerce, promote our exports and support our national defense.

National Maritime Day 2004 keeps alive the memory of merchant mariners who sacrificed for us in the past and who honor us today with their committed service. It is altogether fitting to pay our respects to these men and women who have always been ready to assist in America's defense.

Iraq. Being part of a noble and patriotic profession, these merchant mariners always stand ready to respond to those situations when commercial ships are

2004 NATIONAL MARITIME DAY, 2004 UNITED STATES OF AMERICA PROCLAMATION

To recognize the men and women of the United States Merchant Marine who have served our national security and economic strength. To assist the Continental Navy in our struggle for freedom. In 1936, America recognized the contribution of the Merchant Marine "as a naval or military auxiliary." Merchant mariners are delivering essential supplies serving the cause of liberty. They continue to advance democracy, peace, and freedom around

the U.S. maritime transportation system. More than 90 percent of our country's goods pass through our seaports. These ports handle more than 1 billion tons of domestic and international freight each year. Merchant mariners, enhance waterborne commerce and

the service of our Nation's merchant mariners and the defense of our country. Their work reflects the greatness of our Nation.

By the United States Merchant Marine, the Congress, by joint resolution designated May 22 of each year as "National Maritime Day" and that the President issue an annual proclamation

President of the United States of America, do hereby proclaim this twenty-first day of May, in the year of the independence of the United States of America the two

GEORGE W. BUSH



U.S. Rep. Gene Taylor (D-Miss.) delivers the keynote address at the MSC event, which was held outdoors at the Washington Navy Yard.



Vice Adm. David L. Brewer III (above), commander, Military Sealift Command, salutes as the colors are posted.



Left: Laying the memorial wreaths are (from left) Lt. Dan Fitzgerald, USCG Reserve; Walter Keane, USMM Academy; and AB Christopher Mortenson, USNS Comfort.



SIU officials and a large contingent of apprentices from the Paul Hall Center attended the Maritime Day events. Here, they are joined by U.S. Rep. Gene Taylor (D-Miss.) at the Washington Navy Yard.

Hard Work Pays Off!



At the May membership meeting in Piney Point, Md., Jor-el Holmberg (center) is presented with his high school diploma from the state of Maryland by SIU President Michael Sacco (left) and SIU VP Contracts Augie Tellez. Holmberg, who hails from Alaska, currently is in Phase 3 of the unlicensed apprentice program at the school. He studied for the state examination for a period of about six weeks on his own time, after regular classes—and the hard work paid off.

New Opportunities for Displaced Alaskan Fishermen

Following four weeks at the Paul Hall Center, in which they completed lifeboat training, fire fighting and STCW courses as well as STOS, the most recent group of Alaskan students is ready to return home to jobs in the merchant marine through a Ketchikan-based non-profit agency called SEA Link.

From the left are Kyle Hudson, Reynaldo Dineros, Robert Makowski, Alexander Millendez, Ronaldo Aguirre, Ruben Aguirre and Dianna Baines. (Not pictured is Jay Jones.)



In partnership with the SIU, the school and SEA Link—in a program begun last year—qualified displaced Alaskan men and women previously employed in the fishing industry are being trained and placed into family-wage jobs as merchant mariners on board U.S.-flag commercial vessels engaged in the Alaska, domestic and international deep sea shipping industry.

It's Vacation Time at Piney Point

UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center is limited to two weeks per family.

Member	\$40.00/day
Spouse	\$10.00/day
Child	\$10.00/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals but do not include tax.

This summer, treat yourself and your family to an unforgettable vacation. Everything you could ask for in a summer holiday can be found at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This benefit, unique to Seafarers, offers comfortable accommodations, three meals each day and lots of opportunities for activities that will please every member of the family—for up to two weeks—and all at very reasonable rates (see box at left).

Swimming, boating, fishing and playing tennis are but a few of the options available within the center complex. For those who wish to venture farther afield, the choices are endless. Piney Point is just a little more than an hour's drive to a number of exciting destinations in the metropolitan Washington, D.C. area (which includes Arlington and Alexandria, Va. as well as Baltimore and Annapolis, Md.)—museums, ballparks, historical sights, craft shows, concerts and much, much more.

Send the completed application form (below) to the address listed, and you will be able to look back on a memorable 2004 summer vacation spent with your family.

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
(Stay is limited to a maximum of two weeks)

Date of departure: _____

Send this completed application to the Seafarers Training & Recreation Center
P.O. Box 75, Piney Point, MD 20674-0075.

6/04

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

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

Procedure for SIU Absentee Ballots

Elections for the SIU Atlantic, Gulf, Lakes and Inland Waters District/NMU are scheduled for later this year. As in past SIU election years, a comprehensive guide will be published in the *Seafarers LOG* prior to the balloting.

In the case of members eligible to vote who believe they will be at sea during the Nov. 1 through Dec. 31, 2004 voting period, absentee ballots will be available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15, 2004 and

must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than Nov. 25, 2004.

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2004.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight Dec. 31, 2004 and received by the bank depository no later than Jan. 5, 2005.

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 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
DECK DEPARTMENT										
Algonac	3	1	1	2	1	0	0	2	4	3
Baltimore	4	3	3	4	1	1	3	8	8	5
Guam	1	5	0	0	0	0	0	2	8	0
Honolulu	9	8	0	4	9	1	2	15	12	2
Houston	26	13	17	21	16	12	14	46	18	30
Jacksonville	40	24	20	29	26	5	20	58	38	33
Joliet	0	1	0	0	0	0	0	0	2	1
Mobile	12	9	6	7	5	3	1	26	14	11
New Orleans	8	12	11	8	11	4	11	18	17	23
New York	21	17	15	19	12	3	12	45	33	42
Norfolk	16	15	10	13	9	7	5	18	26	11
Philadelphia	3	5	0	0	2	0	0	8	5	3
Piney Point	0	17	2	0	7	1	0	2	18	2
Puerto Rico	6	9	2	3	6	0	4	9	13	3
San Francisco	12	9	7	12	7	2	4	25	16	9
St. Louis	1	3	2	0	1	0	0	3	5	5
Tacoma	25	29	14	16	16	11	14	55	49	29
Wilmington	14	18	15	11	16	11	7	36	35	28
Totals	201	198	125	149	145	61	97	376	321	240
ENGINE DEPARTMENT										
Algonac	1	1	4	0	0	0	0	1	1	5
Baltimore	4	3	0	5	0	0	2	5	5	1
Guam	0	4	0	0	2	0	0	1	4	1
Honolulu	11	4	0	3	3	0	3	18	10	1
Houston	11	10	4	9	4	1	1	19	14	13
Jacksonville	14	24	8	13	12	1	8	29	47	13
Joliet	0	0	1	1	0	1	0	0	0	0
Mobile	7	5	2	3	2	2	1	9	6	1
New Orleans	12	10	6	1	5	0	3	21	14	10
New York	5	7	7	6	8	2	6	16	19	17
Norfolk	5	9	1	3	8	2	1	14	24	4
Philadelphia	3	2	1	0	1	0	1	4	5	1
Piney Point	5	2	0	1	0	0	0	6	4	0
Puerto Rico	3	3	0	3	3	1	4	3	4	1
San Francisco	13	5	1	12	4	1	5	16	10	5
St. Louis	2	0	0	1	0	1	0	2	5	1
Tacoma	12	14	3	10	13	4	13	19	28	7
Wilmington	6	4	4	4	10	1	4	12	13	8
Totals	114	107	42	75	75	17	52	195	213	89
STEWARD DEPARTMENT										
Algonac	1	0	1	0	0	0	0	1	2	1
Baltimore	3	0	0	1	0	0	0	6	1	1
Guam	1	0	0	1	1	0	1	0	0	0
Honolulu	9	6	1	6	4	1	2	20	11	1
Houston	11	3	6	10	3	2	6	20	2	7
Jacksonville	13	14	8	19	7	2	15	25	18	16
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	4	0	1	1	1	0	7	8	0
New Orleans	6	7	1	7	3	1	1	14	12	3
New York	15	6	2	11	2	1	4	28	18	9
Norfolk	7	7	8	9	9	3	4	10	19	10
Philadelphia	3	1	0	3	2	0	1	4	1	1
Piney Point	5	1	1	2	0	1	0	7	4	1
Puerto Rico	4	1	1	1	2	2	1	3	1	0
San Francisco	17	3	1	13	5	0	3	34	6	1
St. Louis	1	0	0	1	0	0	0	1	0	1
Tacoma	21	3	8	9	2	3	6	37	6	8
Wilmington	11	5	6	10	1	1	4	32	9	10
Totals	130	61	44	104	42	18	48	249	118	70
ENTRY DEPARTMENT										
Algonac	0	1	2	0	1	1	0	0	2	4
Baltimore	0	1	3	0	1	2	0	0	1	4
Guam	0	4	2	0	4	1	0	0	4	2
Honolulu	3	11	7	4	3	0	0	8	27	21
Houston	4	11	19	2	7	5	0	6	27	34
Jacksonville	3	20	19	1	5	6	0	7	35	44
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	0	8	1	0	3	0	0	1	10	3
New Orleans	1	5	7	0	5	0	0	3	8	19
New York	5	34	23	3	12	1	0	5	56	62
Norfolk	0	4	13	0	4	7	0	0	10	22
Philadelphia	0	1	1	0	0	0	0	0	1	3
Piney Point	0	17	18	0	7	17	0	0	14	27
Puerto Rico	0	5	1	2	1	1	0	4	5	3
San Francisco	9	9	7	7	4	6	0	7	19	16
St. Louis	0	2	2	0	0	1	0	0	3	2
Tacoma	2	24	21	4	11	11	0	5	34	42
Wilmington	0	10	12	2	5	7	0	3	12	22
Totals	27	168	158	25	73	66	0	49	269	330
Totals All Departments	472	534	369	353	335	162	197	869	921	729

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

July & August 2004 Membership Meetings

Piney PointTuesday: July 6*
Monday: August 2
*(change created by Independence Day holiday)

AlgonacFriday: July 9 August 6

BaltimoreThursday: July 8, August 5

BostonFriday: July 9, August 6

DuluthWednesday: July 14, August 11

GuamThursday: July 22, August 19

HonoluluFriday: July 16, August 13

HoustonMonday: July 12, August 9

JacksonvilleThursday: July 8, August 5

JolietThursday: July 15, August 12

MobileWednesday: July 14, August 11

New OrleansTuesday: July 13, August 10

New YorkTuesday: July 6, August 3

NorfolkThursday: July 8, August 5

PhiladelphiaWednesday: July 7, August 4

Port EvergladesThursday: July 15, August 12

San FranciscoThursday: July 15, August 12

San JuanThursday: July 8, August 5

St. LouisFriday: July 16, August 13

TacomaFriday: July 23, August 20

WilmingtonMonday: July 19
Tuesday: August 17*
*(change created by Paul Hall's birthday holiday)

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

Personals

FRIENDS OF JAMES "JIM" BYERS

Mrs. Dorothy "Dee" Byers is trying to contact any merchant seaman who may have sailed with her late husband, James "Jim" Byers. Jim sailed mostly as a chief electrician. His last vessel before retiring was the *Seatrain Florida*, operated by Hudson Waterways Corp. If you sailed with Jim, please contact Dee at 19760 Hunters Loop, Fairhope, AL 36532.

On the Galveston-to-Tampa Run



Cesar A. Gutierrez, recertified bosun aboard the *Sulphur Enterprise*, prepares for docking at the Waterman Steamship Corp. vessel heads to the unloading berth in Tampa, Fla. Bosun Gutierrez notes that the *Sulphur Enterprise*, which is on the Galveston-to-Tampa run, is "a good vessel with the best crew."

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 Corgay, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

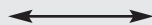
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

P.O. Box 23127, Barrigada, Guam 96921
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

APRIL 16 — MAY 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
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	4	0	0	0
Houston	11	5	6	13	2	3	3	24	5	27
Jacksonville	4	2	0	1	2	0	4	18	5	8
New Orleans	3	3	0	6	3	0	4	11	5	11
New York	9	1	1	12	1	1	6	41	5	0
Norfolk	4	0	0	2	0	0	2	4	0	0
Tacoma	1	0	0	0	0	0	1	3	0	0
Wilmington	9	4	0	2	2	2	2	21	8	0
Totals	41	14	7	36	10	4	26	122	28	46
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	3	0	0	0
Houston	3	2	1	7	0	1	2	13	7	19
Jacksonville	1	1	0	3	1	0	3	9	4	6
New Orleans	3	0	4	3	1	1	1	6	1	11
New York	4	0	1	3	0	1	4	12	2	0
Norfolk	0	0	0	0	0	0	0	1	0	0
Tacoma	2	0	0	0	0	0	0	4	0	0
Wilmington	3	0	0	1	1	0	3	16	6	0
Totals	16	3	6	17	3	3	16	61	20	36
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	1	0
Houston	2	1	3	2	0	1	0	6	1	3
Jacksonville	3	0	0	4	0	0	1	6	1	4
New Orleans	3	1	2	1	1	1	0	8	3	10
New York	6	6	0	4	1	0	3	12	16	0
Norfolk	1	0	0	2	0	0	2	2	0	0
Tacoma	0	1	0	0	0	0	0	1	2	0
Wilmington	3	0	1	2	0	1	1	10	3	1
Totals	18	9	6	15	2	3	7	46	28	36
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	0	0	0	0	0	0	4	0	0	0
Jacksonville	0	0	0	0	0	0	2	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	1	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	1	0	0	0
Totals	0	0	0	0	0	0	9	0	0	0
Totals All Departments	75	26	19	68	15	10	58	229	76	118

PIC-FROM-THE-PAST

This photo is from the archives of the *Seafarers LOG*. It was taken of the SIU hall in the port of Tampa, Fla. in 1948. The union hall at that time was located at 1809-1811 N. Franklin Street. Does anyone recognize himself in the picture?

In 1967, the Tampa hall moved to 312 Harrison Street; in 1975, to 2610 W. Kennedy Blvd; and then for a short while it was located at 306 Plant Ave., before closing in 1982.

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





DEEP SEA



JOSEPH BURKETTE, 56, joined the SIU in 1965 in New Orleans. His first vessel was the *Marore*. Born in Louisiana, Brother Burkette shipped in the engine department. He last worked aboard the *Horizon Consumer* and lives in New Orleans.

RAYMOND E. GORJU, 54, began his seafaring career in 1967 in the port of Piney Point, Md. The Mobile, Ala. native first worked aboard the *Alcoa Commander*. Brother Gorju shipped in the deck department as a bosun and enhanced his skills frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He completed the bosun recertification course in 1989. A resident of Fairhope, Ala., Brother Gorju last went to sea on the *USNS Capable*.



CLAUDE LEE HOLLIER, 59, hails from Leonville, La. He began his seafaring career in 1980 in the port of

New York after serving in the U.S. Marine Corps. Brother Hollier's first SIU ship was the *Achilles*. The deck department member resides in his native state. He last worked on the *Overseas Marilyn*.

HURBERT KNUCKLES, 64, joined the SIU in 1966 in Seattle. Born in Georgia, Brother Knuckles is a U.S. Navy veteran. His first SIU ship was the *Alice Brown*. The steward department member last went to sea on the *Seabulk Challenge*. Brother Knuckles resides in Atlanta.



PATRICK F. MATHES, 64, began his seafaring career in 1967 in San Francisco after serving in the

U.S. Navy. Brother Mathes first sailed aboard the *OMI Leader*. He worked in the deck department and upgraded his skills several times at the Paul Hall Center. A resident of Holts Summit, Mo., Brother Mathes last went to sea aboard the *Overseas New York*.

JOAN ANN RILEY, 64, initiated her SIU career in 1992 in the port of Honolulu. Sister Riley's first vessel was American Hawaii Cruises' *Independence*. A native

of Buffalo, N.Y., she shipped in the steward department. Sister Riley upgraded her skills at the Paul Hall Center in 1993 and 1995 and last sailed on Matson Navigation's *Mau*. She resides in Gig Harbor, Wash.



ROBERT SANTOS, 66, was born in Texas. Brother Santos joined the SIU ranks in 1960, first sailing aboard an Ore Navigation Corp. vessel. A frequent upgrader at the Piney Point school, Brother Santos resides in South Houston, Texas. He last sailed on Alaska Tanker's *Overseas Washington*.



MARK SERLIS, 61, joined the union in 1970 in the port of New York. Brother Serlis' first voyage was aboard the *Sea-Land Houston*. Born in Egypt, he sailed as a member of the engine department. Brother Serlis makes his home in North Bellmore, N.Y.

INLAND



ERNEST GINGLES JR., 65, hails from Memphis, Tenn. He joined the SIU in 1968 in Port Arthur, Texas after

serving in the U.S. Air Force. Boatman Gingles shipped in the deck department and upgraded his skills on a number of occasions at the Seafarers training school. He makes his home in Temple, Texas.



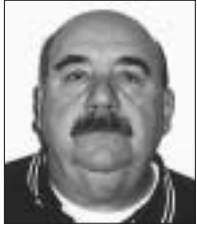
KENNETH R. KIRWIN, 64, launched his career with the Seafarers in 1957 in the port of Philadelphia. Boatman Kirwin worked in both the deep sea and inland divisions, initially shipping aboard Interocean Management's *Ft. Hoskins*. The deck department member upgraded his skills at the Paul Hall Center in 1978. Boatman Kirwin last worked on a McAllister Towing Co. vessel. He makes his home in Oaklyn, Pa.



LEON PULLEY, 64, was born in Philadelphia. Boatman Pulley joined the SIU in 1964 after serving in the U.S. Navy. He worked in the deck department in

all three divisions, sailing as a bosun for many years aboard Maersk vessels and most recently sailing as a captain. A frequent upgrader at the Seafarers training school, Boatman Pulley lives in Milwaukee.

THOMAS C. REAVES, 61, joined the SIU in 1965 in the port of New York. The Henderson, N.C. native initially worked aboard the *Steel Artisan*. Boatman Reaves shipped as a member of the deck department, last working on a McAllister Towing Co. vessel. He makes his home in Virginia Beach, Va.



MANUEL SAMPEDRO, 62, joined the Seafarers in 1972 in the port of Baltimore. Boatman Sampedro shipped as a member of the engine department. He upgraded his skills in 1977 at the union's training school. Born in Spain, Boatman Sampedro makes his home in Baltimore.

JULIAN WALTER, 63, launched his SIU career in 1985 in New Orleans. Boatman Walters worked primarily aboard Delta Queen Steamboat Co. vessels, including the *Mississippi Queen*. Born in Honduras, he shipped in the engine department. Boatman Walters upgraded his



Welcome Ashore

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

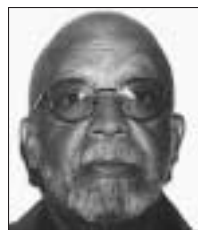
GREAT LAKES



ARTHUR BEAU-CHAMP, 57, commenced his seafaring career in 1964 in Detroit. Born in Austria, he shipped in the deck department and worked primarily aboard American Steamship Co. vessels, including the *American Mariner*. Brother Beauchamp makes his home in Delton, Fla.

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

DEAN THOMAS HALE, 54, joined the NMU in 1980. Brother Hale's first ship was the *Marine Electric*. Born in Oskaloosa, Iowa, he worked in the deck department and last sailed on the *Green Bay*.



JOSEPH F. HOLLOMAN, 67, hails from New York City. Brother Holloman launched his NMU career in 1980 as a member of the stew-

ard department. He initially sailed from the port of Norfolk, Va. Brother Holloman's first vessel was the same as his last, the *Chemical Pioneer*.

JOHN P. McLANE, 56, began his seafaring career with the NMU in 1980. Born in Olympia, Wash., his first ship was the *Fort Worth*. Brother McLane worked in the deck department and completed bosun recertification training in 1998. Brother McLane last went to sea on the *Overseas New York*.



FRANK L. PERKO-WITZ, 55, commenced his NMU career in 1969. The Woodbury, N.J. native worked in both the deck and engine departments, sailing primarily aboard the tug *Brandywine*.

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

Name	Age	EDP
Allen, Joseph	70	April 1
Arce, Dagoberto	65	April 1
Jackson, Albert	55	May 1
Legore, Franklin	70	April 1
Salomon, Roberto	65	April 1
Vazquez, Agapito	65	April 1

Reprinted from past issues of the Seafarers LOG.

1943

The Recruitment and Manning Organization, a division of the War Shipping

Administration, guaranteed the SIU that all steamship companies having contracts with SIU have been directed to secure all personnel through the hiring halls of the union. Craig S. Swenson, regional representative of the Recruitment and Manning Organization, told the SIU by letter that they would call the union halls for unlicensed personnel and he assured the SIU that his organization would not try to go around the union hall but would do everything they could to assist the union in recruitment of manpower.

1956

Twelve SIU men were lost after an explosion and fire aboard the *Salem Maritime*, a Cities Service tanker, at Lake Charles, La. The explosion took place while the tanker was completing loading of 130,000 barrels of high-octane gasoline, kerosene and fuel oil for delivery to

the East Coast. About half of the 30-man unlicensed crew was on shore leave when the explosion ripped the ship. In addition to the 12 SIU men, the skipper, chief mate, second mate, radio operator and bosun were missing and presumed lost.

THIS MONTH IN SIU HISTORY

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes of the new organization, the membership called for maximum publicity in support of the league by all Seafarers. The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Maritime Defense League, and offices have been established on One Hanson Place in Brooklyn, N.Y.

Final Departures

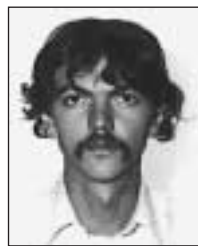
DEEP SEA

JOHN CARNES



Pensioner John Carnes, 77, died April 2. Brother Carnes began his SIU career in 1959 in San Francisco after serving in the U.S. Army. His first ship was the *Oremer*. Brother Carnes was born in Kansas City, Kan. and sailed in the deck department. He was a resident of Burien, Wash., and last worked on the *Sea-Land Defender*. Brother Carnes went on pension in 1992.

ALLEN HOOPER

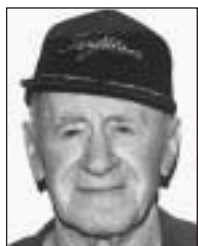


Brother Allen Hooper, 51, passed away March 20. After serving in the U.S. Navy, he joined the SIU in 1973 in the port of Piney Point, Md. Brother Hooper worked in the engine department and last sailed aboard Maersk Lines' *Constellation*. He lived in Leesburg, N.J.

WILLIAM JOHNSON

Brother William Johnson, 45, died March 1. Brother Johnson began his seafaring career in 1991 in the port of Mobile, Ala. He was a veteran of the U.S. Marine Corps. Brother Johnson's first ship was the *Lawrence Gianella*. Born in Panama City, Fla., the deck department member made his home in Cantonment, Fla. He last sailed on the *Seabulk Challenge*.

JAN KROP



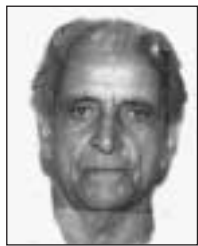
Brother Jan Krop, 80, passed away Feb. 12. He launched his SIU career in 1962 in San Francisco. Brother Krop initially went to sea aboard Delta Steamship's *Santa Mariana*. The Czechoslovakia-born mariner shipped as a member of the steward department, last working on American Ship Management's *California*. Brother Krop resided in his native republic.

JULIUS LUKACS



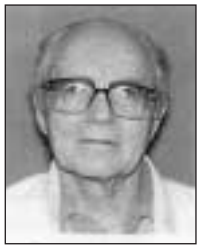
Pensioner Julius Lukacs, 75, died Dec. 6, 2002. Brother Lukacs started his SIU career in 1946 in the port of New York. Born in Elizabeth, N.J., he resided in Yokohama, Japan. A member of the engine department, he went on pension in 1990. He last sailed aboard the *Horizon Enterprise*.

ALFREDO ORTIZ



Pensioner Alfredo Ortiz, 85, passed away March 27. Brother Ortiz joined the SIU in 1942 in the port of Mobile, Ala. His first vessel was A.H. Bull's *Rosario*. The Puerto Rican-born mariner shipped in the deck department and last went to sea aboard the *Borinquen*. Brother Ortiz began receiving stipends for his retirement in 1981. He resided in his native commonwealth.

DAREN REDMOND



Pensioner Daren Redmond, 80, died Feb. 11. Brother Redmond launched his seafaring career in 1950 in the port of New York. Born in North Carolina, he sailed as a member of the deck department. Brother Redmond, who lived in Riverview, Mich., began receiving his pension in 1969.

MAURICE ROSENTHAL



Pensioner Maurice Rosenthal, 85, passed away Feb. 20. Brother Rosenthal joined the Seafarers in 1941 in the port of New York. His first ship was the *Coe Victory*. Born in Brooklyn, N.Y., Brother Rosenthal worked in both the deck and engine departments. He lived in Tucson, Ariz. and began receiving his pension in 1981.

EDWARD RUE



Pensioner Edward Rue, 79, died Feb. 20. Brother Rue joined the SIU in 1972 in Seattle. A veteran of the U.S. Navy, his first SIU ship was Delta Steamship's *Del Sol*, and he last went to sea aboard Interocean Management Corp.'s *Great Land*. The Scranton, Pa.-born mariner worked in the steward department. He made his home in Federal Way, Wash. and began receiving his pension in 1996.

JOSE SALCEDO



Pensioner Jose Salcedo, 60, passed away Feb. 10. He started his seafaring career in 1964 in Puerto Rico. Brother Salcedo worked in all three departments. His last ship was the *USNS Algol*. Brother Salcedo made his home in New Orleans and started receiving his pension in 2000.

KATHY LEE SHANER



Sister Kathy Lee Shaner, 54, died April 2. She joined the SIU in 1991 in San Francisco, first sailing aboard the *USNS Lynch*. Born in New Mexico, Sister Shaner worked in the steward department. She resided in Las Vegas and last sailed aboard the *President Grant*.

RALPH STARNES



Pensioner Ralph Starnes, 86, passed away Jan. 19. Brother Starnes began his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Born in Montana, he worked in the steward department. Brother Starnes lived in Reno, Nev. and started receiving his pension in 1968.

JOHN TUCKER



Pensioner John Tucker, 77, died March 7. Brother Tucker began his SIU career in 1951 in the port of New York after serving in the U.S. Army. He shipped as a member of the engine department, last sailing on the *Stonewall Jackson*. Brother Tucker was born in Moundsville, W.Va. and made his home in Cumberland, Md. He started receiving compensation for his retirement in 1985.

INLAND

WILLIAM BROOKS



Pensioner William Brooks, 86, died March 28. Boatman Brooks joined the SIU in 1961 in the port of Norfolk, Va. Born in Halliford, Va., he shipped in the deck department as a master. The Cobbs Creek, Va. resident went on pension in 1984.

CHARLES EFFORD



Pensioner Charles Efford, 84, passed away March 31. He began his seafaring career in 1957 in the port of Baltimore. Born in Maryland, Boatman Efford shipped in the engine department. He worked primarily aboard vessels operated by Moran Towing Co. Boatman Efford resided in his native state and began receiving compensation for his retirement in 1982.

WALTER PACHULSKI



Pensioner Walter Pachulski, 86, died Jan. 20. Boatman Pachulski joined the SIU in 1956 in the port of Baltimore after serving in the U.S. Navy. Born in Maryland, he sailed as a member of the engine department. He continued to live in his native state and went on pension in 1977.

JULIAN PICHOU



Pensioner Julian Pichou, 85, passed away Feb. 18. Brother Pichou launched his career with the Seafarers in 1958 in New Orleans after serving in the U.S. Army. He was born in Bay St. Louis, Miss. and worked in the deck department. Boatman Pichou, who lived in his native state, began receiving his pension in 1984.

LEO QUERY



Pensioner Leo Query, 76, died Jan. 26. He joined the SIU in 1965 in the port of Norfolk, Va. after serving in the U.S. Navy. Boatman Query was born in Virginia and shipped in the deck department. A resident of Virginia

Beach, Va., he began receiving compensation for his retirement in 1992.

THOMAS RANCOUR



Boatman Thomas Rancour, 55, passed away Jan 29. He joined the Seafarers in 1992 in the port of Jacksonville, Fla. Born in Winona, Minn., Boatman Rancour shipped in the deck department. He lived in Florida and worked primarily aboard vessels operated by Crowley Towing Co.

CHESTER RICKARDS



Pensioner Chester Rickards, 92, died April 1. Boatman Rickards joined the SIU in 1961 in the port of Philadelphia. The Millsboro, Del. native sailed in the deck department as a captain, having worked his way up from his first job as a deckhand when he was 15 years old. He started receiving compensation for his retirement in 1996. Boatman Rickards lived in Mantua, N.J.

ROBERTO ROBLES

Pensioner Roberto Robles, 67, passed away March 7. He joined the SIU in 1976 after serving in the U.S. Army. Born in Guaynabo, P.R., Boatman Robles shipped in the deck department, working primarily aboard vessels operated by Crowley Towing Co. Boatman Robles resided in his native commonwealth and began receiving his pension in 1998.

DONNA SCHNAARE



Seafarer Donna Schnaare, 58, died Feb. 14. Sister Schnaare joined the SIU in 1999, working primarily aboard vessels operated by Orgulf Transport Co. Born in Paducah, Ky., she shipped as a member of the steward department. Sister Schnaare resided in her native state.

GREAT LAKES

PAUL LaTOUR



Pensioner Paul LaTour, 88, died March 23. Brother LaTour embarked on his seafaring career in 1962 in Duluth, Minn. He sailed as a fireman and lineman, working primarily aboard vessels operated by Great Lakes Towing. Born in Minnesota, Brother LaTour started receiving compensation for his retirement in 1979. He resided in his native state.

ATLANTIC FISHERMAN

ANDREW ORLANDO



Pensioner Andrew Orlando, 95, passed away Jan. 1. Brother Orlando started his career with the Atlantic Fishermen's Union in Gloucester, Mass., before it merged with the AGIWD. Born in Italy, he

worked in the deck department. Brother Orlando lived in Gloucester and began receiving his pension in 1974.

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

IRADELL ABNEY



Pensioner Iradell Abney, 82, died April 15. Brother Abney joined the NMU in 1953. Sailing out of the port of New York, his first vessel was the *Stephen A. Douglas*. The South Carolina-born mariner worked in the steward department as a chief steward, last sailing on the *African Neptune*. Brother Abney started receiving his pension in 1975.

RALPH ALBARELLA



Pensioner Ralph Albarella, 77, passed away April 13. Born in Pennsylvania, he joined the NMU in 1963. Brother Albarella first sailed on the *Santa Cecilia* and took his last trip on the *American Merchant*. He worked in the deck department and began receiving his pension stipends in 1988.

HAROLD BROWN



Pensioner Harold Brown, 75, died April 16. Brother Brown joined the NMU in 1957. His first ship was the *Thomas Tracy*. Born in Baltimore, Brother Brown shipped in the steward department, last sailing on the *Cherry Valley*. He began collecting compensation for his retirement in 1986.

SCOTT DANIEL

Pensioner Scott Daniel, 84, passed away Dec. 7. Brother Daniel started his NMU career in 1943. Born in Eagle Lake, Texas, he initially went to sea aboard the *Fort Royal*. The steward department member last worked on the *Gansmill*. Brother Daniel started receiving his pension in 1965.

GEORGE EALY



Pensioner George Ealy, 82, died April 8. Brother Ealy joined the NMU in 1967, first sailing aboard the *Ryder Victory*. Born in Houston, he worked in both the steward and deck departments. Brother Ealy began receiving retirement stipends in 1991. He last worked on the *Ohio Intrepid*.

PEDRO ELIAS



Pensioner Pedro Elias, 81, passed away March 13. Brother Elias started his NMU career in 1947. The Puerto Rican-

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.

COAST RANGE (Intrepid Ship Management), April 24—Chairman **Terry D. Cowans Sr.**, Secretary **Donna M. DeCesare**, Educational Director **David E. Switzer**, Deck Delegate **Ricky R. Wiemer**, Engine Delegate **Scott S. Fuller**, Steward Delegate **Lemuel E. Robinson**. Chairman announced arrival April 26 in Garyville, La. Payoff to take place May 1 or 2. Rooms to be inspected before mariners leave ship. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Suggestion made for contracts department to look into lowering retirement age and increasing pension benefits. Request also made for copies of current contracts as well as *Seafarers LOGs* on board.

EL MORRO (IUM), April 28—Chairman **Robert T. Grubbs Jr.**, Secretary **Abraham M. Martinez**, Educational Director **Fredrick W. Dougherty Jr.**, Steward Delegate **Theodore E. Quammie**. Chairman announced payoff April 29 in Jacksonville, Fla. He thanked crew for safe voyage and reminded them to support union by contributing to SPAD and MDL. He advised everyone to check expiration dates on all documents needed for shipping, including STCW, passport, z-card. Educational director stated upgrading skills at Paul Hall Center can mean higher rating and more money in your pocket. Some disputed OT reported in deck department. Recommendation made to change eligibility requirements for retirement to 20 years. Everyone advised to check money purchase pension plan statements to verify that days are correct. Vessel due into shipyard around June 4, probably in Mobile, Ala. Vote of thanks given to steward department. After payoff in Jacksonville, vessel heading to San Juan, P.R.

ENDURANCE (USSM), April 5—Chairman **Paul S. Wills**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Carlos R. Bonilla**, Engine Delegate **Rhonda Koski**. Chairman thanked crew for good work and smooth trip. He led discussion of new courses offered at Paul Hall Center and of nice accommodations at newly constructed hotel there. Secretary thanked crew members for helping keep common areas tidy. He reminded those getting off to clean rooms and provide clean linen, towels, soap, etc., for next person. Educational director encouraged everyone to upgrade skills at Piney Point facility and contribute to SPAD. Treasurer stated about \$900 available in ship's fund. No beefs or disputed OT reported. Suggestion made that rotation aboard ship be one-on-one basis; e.g., two trips on, two trips off; three trips on, three trips off. Payoff scheduled April 7 in Long Beach, Calif.

EXPLORER (USSM), April 25—Chairman **Philip A. Corl**, Secretary **James E. Harper**, Educational Director **Edmond H. Hawkins Jr.**, Deck Delegate **Abdulhamid F. Musaed**, Steward Dele-

gate **Fernando Onativia**. Chairman reported great trip. He announced payoff April 28 in Long Beach, Calif. Secretary encouraged Seafarers to continue to educate themselves, especially since many changes are occurring in maritime industry due to homeland security issues. He suggested everyone check to be sure all documents are up to date. Treasurer stated \$880 in ship's fund. No beefs or disputed OT reported. Request made for captain to consider steward department schedule when arranging bus rides at overseas ports so that they have time to go ashore as well. Recommendation made to address shipboard security issues relative to ABs being trained in task of searching visitors bags, etc. Suggestion made for contracts department to look into lowering age requirements and reducing required seatime for normal retirement

HORIZON CRUSADER (Horizon Lines), April 27—Chairman **Antonio M. Mercado**, Secretary **Joseph P. Emidy**, Educational Director **Kevin M. Cooper**, Steward Delegate **Jose L. Garcia**. Chairman announced payoff April 29 in Jacksonville, Fla. Educational director advised members to keep track of vacation pay. He also talked about improving job skills by upgrading at Piney Point. No beefs or disputed OT reported. Discussion held about requirements for becoming union official. Suggestions made for covering 100 percent of medical costs, increasing pension and reducing seatime requirements for pension to 20 years, regardless of age.

HORIZON PRODUCER (Horizon Lines), April 20—Chairman **Joel A. Lechel**, Secretary **Oswaldo Ramos**, Educational Director **Angel S. Hernandez**, Deck Delegate **Janan J. Driggers**, Engine Delegate **Michael G. Bautista**. Chairman announced payoff April 23 in Jacksonville, Fla. All concerns and questions should be addressed to patrolman at that time. Bosun thanked crew for assisting in clean-up of ship after yard period in Portugal, with special thanks to electrician Angel Hernandez for re-wiring satellite system. Educational director advised all hands to make sure credentials are in order. He reminded them to start z-card renewal up to one year before expiration and talked about two newly approved SAB actions. Treasurer stated \$2,227 in ship's fund. No beefs or disputed OT reported. Recommendation made to raise pension, lower seatime and be able to collect pension after required seatime, regardless of age. Crew gave round of applause to GSU **Angel D. Corchado** for outstanding job. "This man is a true pro at his job and is well respected aboard this vessel." Next ports: San Juan, P.R.; Elizabeth, N.J.

INNOVATOR (USSM), April 11—Chairman **Dirk W. Adams**, Secretary **Jose M. Bayani**, Educational Director **Paul B. Flores**, Deck Delegate **James D. Morgan**, Engine Delegate **Adel B. Irani**, Steward Delegate **Ahmed M. Quraish**. Chairman gave spe-

cial thanks to both unlicensed apprentices for jobs well done. Secretary expressed gratitude to members for helping keep ship clean and safe. Educational director urged fellow shipmates to take advantage of upgrading opportunities at Paul Hall Center and to check expiration dates on all documents. Treasurer acknowledged donations to ship's fund and stated balance of \$758.14. No beefs or disputed OT reported. Crew members informed that Coast Guard will board ship in port to implement new port security procedures. Suggestion made to increase retirement benefits and include cost-of-living raises. Next port: Los Angeles, Calif.

LIBERTY SUN (Liberty Maritime), April 25—Chairman **Ronald Charles**, Secretary **Philip F. Lau**, Educational Director **Gualberto Salaria**, Steward Delegate **Lolita Sanchez**. Chairman announced payoff April 28 in Beaumont, Texas. Secretary requested more stores and food for next trip. Educational director reminded crew members about upgrading opportunities available at Piney Point and about early renewal of z-cards. No beefs or disputed OT reported. Request made for new turning table for microwave oven and additional washing machine.

MAERSK CAROLINA (Maersk Line), April 25—Chairman **Brian K. Fountain**, Secretary **John G. Reid**, Educational Director **John E. Conn**, Deck Delegate **Abdulla Mohsin**, Steward Delegate **Victor M. Acevedo**. Chairman announced arrival and payoff April 30 in Charleston, S.C. He thanked everyone for great trip and reminded them to clean rooms and turn in keys before leaving for vacation. Secretary added his thanks to crew for helping keep house clean. He stated 50-day stores to be loaded in Portsmouth, Va. Educational director urged mariners to attend upgrading courses at Paul Hall Center whenever possible. He also suggested they check expiration dates on all documents and support union by contributing to SPAD. Beef reported in engine department; no beefs or disputed OT noted in deck or steward departments. Recommendation made to add vacation days, increase pension benefits and lower age for pension eligibility. Due to security issues, crew agreed with captain and chief mate to move sailing board outside ship's office instead of by gangway. Vote of thanks given to steward department for job well done, especially Steward Acevedo's Cuban sandwiches. Next ports after payoff: Portsmouth; Newark, N.J.; Algeciras, Spain.

NORTHERN LIGHTS (IUM), April 25—Chairman **Jerry D. Martinen**, Secretary **Franklin Robertson**, Engine Delegate **Alexander E. Bendolph**. Chairman announced arrival and payoff April 28 in Charleston, S.C. He asked everyone to make sure to separate plastic items from other trash. Captain was requested to arrange for taxis in port. Educational director encouraged crew members to upgrade skills at Piney Point. No beefs or disputed OT reported. Suggestion made for new movies, books and magazines aboard ship, as well as some new refrigerators and fans. Clarification requested on reimbursement of prescriptions purchased overseas. Thanks given to steward department for job well done.

SEABULK POWER (Seabulk Tankers), April 25—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Abu Bakr Spanhoff**, Deck Delegate **Randy W. Powell**,

Engine Delegate **Rudolph K. Miller**, Steward Delegate **Samuel S. Johnson**. Chairman announced arrival and payoff April 26 in Lake Charles, La. He asked crew members to keep current security threat level in mind when on gangway watch. U.S. Coast Guard may board at any time to check security plans. He also requested everyone continue to separate plastic items from regular trash. Steward delegate asked crew to provide clean linen for next person and to keep silverware separate from dishes in galley sink. Educational director encouraged mariners to upgrade skills at Paul Hall Center and be aware of expiration dates on all

gym equipment. No beefs or disputed OT reported. Requests made for new TV, coffee machine and vacuum as well as refrigerators in all rooms.

WASHINGTON (ATC), April 25—Chairman **Timothy D. Koebel**, Secretary **Robert M. Mensching**, Educational Director **Kevin E. Hall**, Deck Delegate **Douglas R. Gantenbeim**, Engine Delegate **Antonio N. Libo-on**, Steward Delegate **Gary W. Loftin**. Chairman reported on ATC conference. He talked about SPAD and how it helps the union and also asked crew to report any electrical, plumbing or appliance problems to

Seen Aboard the Horizon Anchorage . . .



necessary shipping documents. No beefs or disputed OT reported. Vote of thanks given to steward department. After Lake Charles, ship heading to Tampa, Fla.

SEABULK TRADER (Seabulk Tankers), April 25—Chairman **William K. Barrett**, Secretary **Ronald Tarantino**, Educational Director **Eron G. Hall Jr.**, Engine Delegate **Victor M. Quioto**, Steward Delegate **James Harris**. Chairman read president's report from *LOG*. He reminded all members of new security protocol on board ship and emphasized importance of contributing to SPAD. Secretary noted receipt of ruling from Florida unemployment commission and requested copies of all plans booklets from union. Educational director advised everyone to check that all documents are up to date. He advised crew members to upgrade skills at Piney Point and to keep all payoff stubs, which are needed to collect vacation pay. Treasurer stated rental bicycles now available at \$2/day; satellite fee is \$15/month. No beefs or disputed OT reported. Suggestion made to instate full buy-out option to retirement plan. Current contract with company ends Jan. 1, 2005. Suggestion made to include 16 days vacation and no loss of manpower in next contract. Clarification requested on how to collect money purchase pension plan upon leaving industry and upon retirement. Next ports: Lake Charles, La.; Fort Lauderdale, Fla.

USNS ALGOL (American Overseas Marine), April 9—Secretary **Ralph D. Thomas**, Educational Director **Troy Ancar**. Chairman announced payoff April 21 in Violet, La. He noted repairs completed to garbage disposal and dumbwaiter and new washing machine installed. Educational director advised members to increase job security by attending upgrading courses at Piney Point. Bosun noted that although there is no treasurer, money is being collected for videotapes. Educational director also suggested purchase of

bosun. Educational director informed crew of need to initiate document renewal before expiration date. No beefs or disputed OT reported. Recommendation made that "vacation benefit" be renamed "supplementary per diem" for uncompensated shipboard time on emergency call. Suggestion also made to reinstate penalty meal hours and add resolution to contract defining steward department breaks and meals. Thanks given to chief engineer and pumppman for help in satellite TV reception. Next ports: Valdez, Alaska; Long Beach, Calif.

HORIZON ANCHORAGE (Horizon Lines), May 2—Chairman **Dan P. Fleeharty**, Secretary **Amanda Suncin**, Educational Director **William M. Pinkham**, Engine Delegate **John R. Day**. Chairman announced payoff May 11 in Tacoma, Wash. Blanket day off moved to May 12. Coast Guard inspection scheduled for May 21. Educational director suggested everyone check expiration dates on all documents and make sure to renew early. He talked about new security plans that go into effect July 1. No beefs reported; OT issue in steward department to be discussed with patrolman at payoff. Next ports: Anchorage and Kodiak, Alaska.

ITB BALTIMORE (USS Transport), May 1—Chairman **Jeffrey H. Kass**, Secretary **Howard H. Lewis**, Educational Director **Geoffrey L. James**, Steward Delegate **Elsayed T. Amasha**. Bosun talked extensively about Jones Act and necessity of supporting SPAD. He asked crew members to remove lint from dryers (possible fire hazard) and to take advantage of upgrading courses at Paul Hall Center. Treasurer stated \$200 in ship's fund. Educational director will try to buy DVDs in next port. No beefs or disputed OT reported. Request made for bosun to give new crew members more detailed orientation to workings of an ITB. Next port: Los Angeles, Calif.

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.)

Student: Top Marks To Paul Hall Center

The following is addressed to my fellow brothers and sisters in the deck department.

I recently sat for the USCG Third Mate-Oceans Exam (new testing), and am happy to report that I passed this 800 lb. gorilla! This was, without a doubt, the most difficult undertaking of my life (and I ain't no Boy Scout). After accumulating the necessary 1,080 days of sea time, driving my 2/M and C/M crazy to proctor the onboard assessments, and attending months and months of upgrading back at Piney Point, I had finally satisfied everything required to sit for the test. Next came two solid months of intense study, and then I was ready to go for it!

The hawsepipe can still be climbed, but it now takes tremendous dedication and unsinkable determination to see you through. This is a long hard fight, but as members of the SIU, we benefit from the free courses, lodging and travel that others do not.

I have compared what I received from the Paul Hall Center free of charge to other "commercial sea schools" and have saved over \$60,000 in out-of-pocket expenditures!

I owe my success and gratitude to the fine staff of the Paul Hall Center for Maritime Training and Education. Thank you!

Respectfully Submitted,
Michael Thomas
(Via email)

Remembering Paul Warren

I want to thank all the old-timers who sailed during World War II for the sacrifices they made for all mariners. I do support H.R. 3729 (the Belated Thank You to the Merchant Mariners of World War II Act) to amend Title 46 of the

United States Code.

My true regret was in hearing of a very good friend's death in the April issue of the LOG. Paul Warren was indeed a fine, smart man. He was a good sailor (whom I sailed with), a good union patrolman and a man I worked with on many occasions while organizing Cities Service Oil Company tankers in Lake Charles, La.

I ended up on the vessels *Bradford Island* and the *Abiqua*, where I spent nine months and obtained my union book (#11,111 Gulf original and then to C-263). I sailed for 20 years.

Again, I give my thanks to Paul Warren for his advice to me in conversations, and I mourn his death.
Harold E. Crane
Opelousas, La.

(The writer is a former Delta Lines port steward)

McCartney Had Time For All Seafarers

My name is Samuel Garrett, and I'm an A-seniority member upgrading again at the Paul Hall Center.

When I first met George McCartney in the 1990s, he had this energy about him and always had a smile on his face, with a greeting for each and every member of the SIU. George had this special way of communicating with the membership that always was positive.

One of the things he told me was to always support the SIU, its loyal brothers, sisters and officials—because blood is thicker than water, and you're part of our family, he would say.

George inspired new and old

members to be truthful, loyal and have heart. Today, I'm a better, stronger person because of George and other officials like him. George was always busy, but never too busy to stop and speak with me and others. He wanted to know from every member how he could help them. Sometimes that meant just listening to a member discuss a personal problem.

George will always be missed by everyone in the Seafarers International Union.

Samuel Garrett
Piney Point, Md.

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 individ-

ual to carry out this responsibility.

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

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

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

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

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

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

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

Final Departures

Continued from page 18

born mariner's first voyage was aboard the *Borinquen*. He shipped as a member of the engine department and began receiving compensation for his retirement in 1977.

ROBERT J. KITELEY

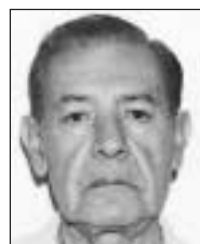
Pensioner Robert J. Kiteley, 80, died Dec. 21. Born in Mexia, Texas, Brother Kiteley launched his profession with the NMU in 1942. The engine department member's first trip originated out of Port Arthur, Texas aboard the *Good Gulf*. Brother Kiteley was a frequent upgrader, enhancing his skills on seven separate occasions. His last vessel was the *Margaret Lykes*. Brother Kiteley went on pension in 1984.

HENRY D. LAMBERTY



Pensioner Henry D. Lamberty, 103, passed away Feb. 23. The Puerto Rican-born mariner worked in the steward department and initially sailed from the port of New York. Brother Lamberty worked primarily aboard the *S.S. Independence* and began receiving compensation for his retirement in 1968.

ANTONIO LOSTERNAU



Pensioner Antonio Losternau, 78, died March 4. Brother Losternau joined the NMU in 1951. Born in Peru, his first vessel was the *Marine Snapper*. He sailed in the steward department and began collecting retirement stipends in 1975. Brother Losternau's final voyage was aboard the *Santa Lucia*.

FELIX MANZANO JR.



Pensioner Felix Manzano Jr., 81, passed away March 25. Born in Puerto Rico, he began his seafaring career with the NMU in 1943. Brother

Manzano's first vessel was the *Gulf Point*. He worked in the steward department and last sailed on the *Argentina*. Brother Manzano started receiving his pension in 1970.

JOHN PICKETT



Pensioner John Pickett, 78, died March 6. He began his career with the NMU in 1945. Brother Pickett initially sailed from the port of Baltimore aboard the

Justin S. Merrill. Born in South Carolina, he worked in the steward department. He upgraded his skills several times and last shipped on the *Adm. William W. Callaghan*. Brother Pickett started receiving compensation for his retirement in 1980.

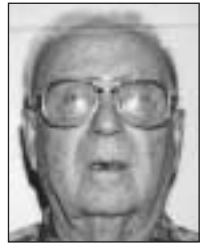
FRANCISCO REBOUCAS



Pensioner Francisco Reboucas, 87, passed away April 13. Brother Reboucas joined the NMU in 1943. His first ship

was the *El Coston*. Born in Manaus, Brazil, Brother Reboucas shipped as a member of the engine department. He went on pension in 1970 and last worked on the *Brasil*.

FELIX HUGH RICHARDS



Pensioner Felix Hugh Richards, 80, died March 16. Brother Richards joined the NMU in 1943 and initially went to sea aboard the *MV Matagorda*.

Born in Post, Texas, he worked in both the steward and engine departments. Brother Richards' last voyage was aboard the *Ruth Lykes*. He went on pension in 1964.

HARRY T. STEWART

Pensioner Harry T. Stewart, 76, passed away Feb. 10. A native of Waterloo, Iowa, Brother Stewart donned the NMU colors in 1945. His first vessel was the *Nehalem*.



Brother Stewart worked in all three departments and was a frequent upgrader. His final voyage, during which he sailed as a bosun, was aboard the *Santa Clara*. Brother Stewart began collecting retirement stipends in 1979.

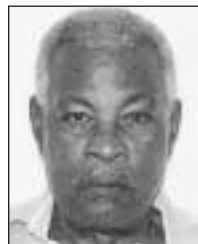
CARL STOECKLINE



Pensioner Carl Stoeckline, 79, died Jan. 8. Brother Stoeckline joined the NMU in 1943, first sailing aboard the *Jeremiah*

Dailey. A native of Kansas, he shipped in the engine department. Brother Stoeckline last worked on the *Texaco Minnesota* and began receiving his pension in 1986.

HARRISON THOMASCIEN



Pensioner Harrison Thomascien, 87, passed away March 10. Born in the West Indies, Brother Thomascien joined the ranks

of the NMU in 1963. His premier ocean voyage was aboard the *Houston*. Brother Thomascien worked in the steward department. He last sailed on the *American Leader* and went on pension in 1980.

JOHN H. YOUNG



Pensioner John Young, 83, died April 8. Brother Young embarked on his NMU career in 1946. His initial voyage was aboard the *Key Hold*. Born

in Alabama, he worked in the engine department. Brother Young began receiving retirement stipends in 1977. He last went to sea on the *Gulf Baker*.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. through the end of 2004. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 5	July 30
	August 16	September 10
	September 27	October 22
	November 8	December 3
Automatic Radar Plotting Aids* (ARPA) <i>*(must have radar unlimited)</i>	June 21	June 25
	September 13	September 17
	November 15	November 19
Celestial Navigation	September 27	October 22
GMDSS (Simulator)	July 12	July 23
	August 23	September 3
	September 27	October 8
	November 1	November 12
Lifeboatman/Water Survival	June 21	July 2
	August 2	August 13
	September 13	September 24
	October 25	November 5
Navigation Fundamentals	July 19	July 30
	November 29	December 10
Radar	June 7	June 18
	August 30	September 10
	November 1	November 12
Specially Trained Ordinary Seaman (STOS)	August 9	August 20
	October 4	October 15
	November 29	December 10

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 May 24, 2004.



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 _____

Recertification

Bosun October 11 November 8

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operation	July 26	August 20
	September 20	October 15
	November 15	December 10
FOWT	July 12	September 3
	October 25	December 17
QMED - Junior Engineer	September 27	December 17
Welding	June 14	July 2
	August 23	September 10
	October 4	October 22
	November 1	November 19

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>*(must have basic fire fighting)</i>	July 19	July 30
	August 23	September 3
	September 20	October 1
	November 8	November 19
Basic Safety Training (BST)	June 21	June 25
	July 19	July 23
	August 2	August 6
	August 30	September 3
Fast Rescue Boat	June 7	June 11
	July 26	July 30
	August 30	September 3
Government Vessels	June 28	July 2
	July 19	August 6
	September 13	October 1
Tankerman (PIC) Barge* <i>*(must have basic fire fighting)</i>	July 26	July 30
	October 4	October 8

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.

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.

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

6/04

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 649 — Graduating from the water survival class are unlicensed apprentices from class 649 (in alphabetical order) Aaron Barnes, Felsher Beasley Jr., Christopher Burke, Jovita Carino, Jonathan Carrico, Terry Chance II, Derrice Collins, Dameon Cooler, Laura Edwards, Nicholas Fleming, James Foote, Paula Gomez, Kenneth Housley, Jessie Johnson, David Kelch, Bruce Livingstone, Elijah Mack, Lonnie Myers Jr., Allan Oyao Jr., Gregory Ralston, Yamil Sanchez-Padilla, Keesha Smith, Theresa Twisdale, John Villarta and Travis Zeller.



AB — Receiving their certificates for completion of the AB class ending May 7 are (from left) Abraham Krula, Tony Green, Edward Boyd, Eduardo Osorio, Michael Pockat, Charles Reeve, Edgar Stanley, Kenric Henry and Bernabe Pelingon (instructor).



Welding — Graduation certificates for completion of the welding course were given April 16 to (in alphabetical order) Sam Vanderbrug, Steven Ruppert, Stanley Sporna, Ibarra Mangaya, Christopher Schneider, Jason Powell, Douglas Carson, Ramon Corretjer Jr. and Oscar Luis. Their instructor, Buzzy Andrews, is third from right.



Small Arms — Completing the small arms training course April 23 are (from left, front row) Darnell O'Hara, Bill Yore, Joe Gierbolini, Harlan Hulst, (second row) Bart Clendenin, Josh Mele and Harry Abrams.



Celestial Navigation — Upgraders who successfully completed the celestial navigation course April 23 are (from left, front row) Charles Mills, Tom Grose, Jawaid Pardesi, William Sholley, (second row) Benjamin Barnes, Alexander Fyodorovkh, Victor Antunez, Emmett Wattigny, William Schuppman and Stacey Harris (instructor).



Advanced Fire Fighting — With their instructor, Tom Cessna (far left), are upgrading Seafarers who completed the advanced fire fighting course April 30. They are (in alphabetical order) Stephen Bradfute, Richard Huffman, Oswaldo Lopez, Tran Luu, Ibarra Mangaya, Lewis O'Neal, Steve Randle, Lawrence Rose, John Shea, Kreg Stiebber and Sam Vanderbrug.



Tanker Familiarization/Assistant Cargo (DL) — April 9 graduates of the tanker familiarization/assistant cargo (DL) course are (in alphabetical order) Jose Baltazar, Albert Bharrat, William Bunch, Arnulfo Calderon, Robert Guilmette, Hugo Infante, Mohamed Jebokji, Francis Johnson, Brandon Leach, John Maynor, Brian McEleney, Ronald Poole, Horace Rains, Blas Robert, Uriel Ross, Michael Sanders, Daniel Stavron, Kreg Stiebber, Jerome Torrence, Victor Velez, Michael Wiley and John Zabielski.

*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.*

Computer Lab Class



Left: Showing off their certificates of achievement for completion of computer classes April 9 at the Paul Hall Center are (from left, front row) Jared Taylor, John Fain, (back row) Quincy Wilson and Stephen Bradfute. With them is their instructor, Rick Prucha.

Right: Also congratulated by instructor Rick Prucha is Ian Payne with his certificates.



Right: Instructor Rick Prucha (standing left) poses with students who completed computer courses April 16. Seated, from left, are Quincy Wilson and Michael Sanders. In the back row with Prucha is Kreg Stiebber.



Paul Hall Center Classes



Engine Utility — Successfully completing the engine utility course April 16 are (in alphabetical order) Shane Avila, Luis Barbosa, Marvin Charles Jr., Clayton Coulter, Jerome Culbreth, Orlando Herrera, Peter Jensen, Joshua Kirk, Damien Law and Jamar Rodriguez.



Crane Operations — Crowley boatmen attended the crane operations course in April at the Paul Hall Center. In photo above left are (from left) Sandino Diaz, Greg Thompson (instructor) and Hansel Tyson. In photo above right are (from left) Ulric Sutton, Trenton Benjamin and Thompson.



Basic Safety Training Classes



STCW — April 9: Joshua Anders, Joaquin Aumentado, Nicholas Babcock, Steven Cebulal, Sergio Cugtaz, Antonio Gomez, Franklin Hale Jr., Michael Hallisey, Emily Harris, William Loy Jr., Edgardo Lozada, Carl Mahaffey, Ryan Martinson, Joe Morris, Luke Respicio, Tara Robins, Angela Schwindt, Robert Thilo and Samuel Zaydon.



STCW — March 19: Richard Rowland, Memphis Herring, Antonio Myrick, Brandy White, Carlos Ralon, Francisco Al Almazan, Timothy Blakley, De'Angelo Davis, Amy Moosman, Jerrold Maggard, Aaron Wood, Darlene Weymouth, Australia Batista, James Cedillo, John Sandos, Jamie Sabourin, Robert Arpke, Donald Cook, Christina Watson, Amy Warhol, Wilson Avery, Pedro Pedroso, Wilfredo Polo, Mary Davila, Helen Chapman, Anthony Wyatt, Kary Duncan, Wadea Alnasafi, Larry Bachelor, Alex Hunting, Kristen Palmen, Cameron Radford and James Anderson III. Their instructors, Ben Vernon and Stan Beck, are at right in the front row.



Water Survival — March 12: Jon Ferris, Joseph Nikolas, Rupert Manalili, Hattus Lapina, Peter Shannon, Robert Berasis, Jonathan Fagan, Theresa Hill, Pablito Dexanadera, Sven Erstad, Jason Hill, Megan Moran, Andrea LaCoy, Margaret Hegeman, David Allen, Chevon Holmes, Sarah Jean Conway, Christopher Cortez, Jorge Obando, David Kamau Jr., Dwight Kau, Elmer Armas, Michael Fiesta, Joshua Kamakeeaina, Emilio Guevara, Kevin Martin, Elizabeth Herrmann, Alicia Glass and Maren Spurgeon. Their instructors were Stan Beck (far left) and Tony Sevilla and Stacey Harris (far right).

Lifeboatman/Water Survival



Water Survival — March 26: De'Angelo Davis, Wilfredo Vazquez, Pedro Pedroso, Ben Koss, Laurien Helfrich-Nuss, Ronald Fronza, Ji Hyun Cha, Albert Muna, Victoria Messamore, Angie Lee, Lurinda Sawyer, Matthew Jenness, Keinani Merten, Louis Charles and Hoku Kipi. Their instructors were Tony Sevilla (far left) and Stan Beck (far right).

Specially Trained OS

— Unlicensed apprentices in the third phase of their training completed the STOS course March 26. With their instructor, Brad Wheeler (far left) are (in alphabetical order) Kevin Gain, Donald Gallagher, Gordon Grant, Ramon Guity, Bruce Hendrickson, John Maynor, Amber Osbekoff, Horace Rains, Mario Rascon and Ryan Thorne.



Marine Refrigeration Technician — Upgrading Seafarers who completed the marine refrigeration technician course May 21 are (in alphabetical order) Lawrence Banks, Samuel Garrett, Paul Hanley, Jose Liwag, William McLaughlin, John Osburn, Albert Riollano, Hector Solis, Clifford Taylor and Jevon Vontoure.

U.S. Labor Secretary Tours SIU Ship

U.S. Secretary of Labor Elaine L. Chao joined SIU President Michael Sacco, SIU Vice President Contracts Augie Tellez, officials from SIU-contracted American Roll-On Roll-Off Carrier (ARC) and others May 26 for a tour of the Seafarers-crewed *Patriot* in Baltimore.

A longtime friend of the SIU and a solid supporter of the U.S. Merchant Marine, Chao chatted with several Seafarers aboard the ship. One of them, Unlicensed Apprentice **Kyle Pillsworth**, is enrolled in the entry training program at the Paul Hall Center in Piney Point, Md.—a program endorsed by Secretary Chao and the Labor Department in 2003.

“It’s going real good—better than I expected,” said Pillsworth, who is in Phase II of the three-part curriculum. “I’ve learned a lot. Shipboard work is tough, but the crew is good and you learn every day.”

The *Patriot*, operated by ARC, was loading tractors, trucks, cars and other vehicles when the tour took place. The ship sailed for Antwerp, Belgium later that day.

Others who welcomed the secretary included SIU Baltimore Port Agent Dennis Metz, ARC Executive Vice President and COO Jim Wells, ARC Vice President Steve Gill, Port of Baltimore Executive Director Jim White, and Maryland Port Commissioner Tom Koch.

This wasn’t Chao’s first time aboard an SIU ship. Two years ago in New Orleans, she visited the fast sealift vessel *USNS Bellatrix* and also stopped by the local SIU hall.

As was the case two years ago, last month’s visit was successful, noted Sacco. “Secretary Chao was very interested in the ship but also in the crew members and their jobs,” he observed. “She was extremely gracious, as always, and remains a true supporter of the U.S. Merchant Marine.”



Cargo operations aboard the *Patriot* were in full swing during the tour.



Eager to tour the vessel and meet crew members, Secretary Chao walks up the *Patriot*'s ramp before touring the ship.



Secretary Chao shakes hand with Unlicensed Apprentice Kyle Pillsworth, who is enrolled in a training program (based at the Paul Hall Center) endorsed by the U.S. Labor Department.



Jim Wells, executive vice president and chief operating officer of American Roll-On Roll-Off Carrier, presents a ship model to U.S. Secretary of Labor Elaine L. Chao aboard the *Patriot*.



Pictured on the *Patriot*'s deck are (from left) STOS Carlos Grillasca, SIU President Michael Sacco, Unlicensed Apprentice Kyle Pillsworth, U.S. Secretary of Labor Elaine L. Chao, Kings Point Cadet Austin Howell and SIU VP Contracts Augie Tellez.

See page 13 for
 Secretary Chao's National
 Maritime Day statement.



SA Darlene Weymouth poses with Secretary Chao.



AT THE HELM—After hearing a brief explanation of bridge operations, Secretary Chao looks like a natural at the wheel.



Pictured in the crew mess are (from left) SIU VP Augie Tellez, Chief Steward Jimmy Williams, Chief Cook Ralph Borja, Bosun Jim Muldowney (behind Borja), SIU Baltimore Port Agent Dennis Metz, SIU President Michael Sacco, U.S. Secretary of Labor Elaine L. Chao, Unlicensed Apprentice Kyle Pillsworth, AB Ahmed Elshabassy, AB Ryan Casas and AB Gil Villana.