



The

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SEAFARERS LOG

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SIU-Crewed Cruise Ship Christened in Honolulu



Seafarers and SIU officials last month welcomed the christening of NCL America's *Pride of Aloha* in Honolulu. Mrs. Margaret Inouye

(above, left) with U.S. Senator Daniel K. Inouye (D-Hawaii), served as the vessel's godmother. In the other photo directly above, Seafarers and union officials including SIU President Michael Sacco (fourth from left) are pictured at the event. Among those also pictured are Secretary-Treasurer David Heindel, VP West Coast Nick Marrone, VP Contracts Augie Tellez and Executive VP John Fay. Seafarers from the steward department are shown in photo at top right. Pages 3, 12 and 13.

NCL America's Pride of Aloha Signals Rebirth Of U.S.-Flag Deep Sea Passenger Ship Industry

USNS Bridge Joins SIU CIVMAR Fleet



New Matson Ship Christened

Seafarers-contracted Matson Navigation Company's new container-ship *Maunawili* (above) was christened July 17 at Kvaerner Philadelphia Shipyard, Inc. The vessel was slated for sea trials in late July and is expected to enter Matson's Hawaii service in the fall. Page 3.

Members of the SIU's Government Services Division have new shipboard jobs on the horizon as the result of the recent transfer of the *USS Bridge* (left) from commissioned service in the U.S. Navy's combat fleet into its Military Sealift Command. Now known as the *USNS Bridge*, the vessel will have a crew of 160 civilian mariners. They will be joined aboard the *Bridge* by a military department of 28 sailors who will perform communication support and supply coordination. Page 2.

Alaskan Explorer Hull Launched

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SIU Boatmen Ratify Inland Contracts

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Seafarers Honored For Operation Haiti

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President's Report

Excellent Inland Contracts

During this exceptionally active time for the SIU, my first message this month is a heartfelt congratulations to the union's negotiating teams in the Gulf who recently completed work on four separate contracts covering boatmen at E.N. Bisso, Crescent, Moran and Seabulk.



Michael Sacco

It's a tribute to our members and officials—and our contracted companies—that all four agreements feature top-of-the-line medical coverage for Seafarers and their families. The contracts also call for wage increases and other gains.

But in particular, the health benefits that are included in the contracts are a remarkable achievement, considering what's happening with health insurance across the nation. Make no mistake: America is suffering through a major health care crisis that is seriously hurting the nation's working families.

Throughout the country, businesses are shifting an unfair share of high health care costs onto their workers. And whether those workers pay a bigger percentage of their premiums or they pay more in deductibles and co-payments, the effect is disturbing.

Perhaps the only thing that's worse in this crisis is the fact that there are the 44 million Americans who lack medical coverage altogether.

In union contract negotiations today, health coverage is almost always the top issue. And it almost always leads to some bitter fights at the bargaining table.

While the SIU's recent negotiations in the Gulf were tough, they also were respectful and productive. Dean Corgey, vice president of our Gulf Coast Region who headed up all four bargaining committees, said the most significant factor in our success was the unprecedented solidarity among the boatmen—not only within each company, but from location to location. "It's an honor and privilege to represent folks like that," Corgey told me. "The guys looked out for each other, and not just at their own companies. They understood we're all in this together and they really gave each other a great level of support. It's invigorating."

The result is four agreements that include full medical coverage for SIU boatmen and their families. That's something our entire SIU family should feel proud about.

Aloha!

Progress and "Pride" for our union also were evident last month as the new U.S.-flag cruise ship *Pride of Aloha* was christened in Honolulu. The *Pride of Aloha* is a first-rate ship. The Seafarers aboard her are a first-rate crew. The vessel's reflagging in June to the Stars and Stripes, followed by the christening on Independence Day, marked the start of what I believe will turn out as one of the greatest success stories in SIU history.

As mentioned last month, any project of this size is bound to bring at least a few challenges. But this is a fantastic victory for the SIU, and we're up to the task.

The U.S.-flag deep sea cruise ship industry is reborn. The SIU will do our part to help ensure that it succeeds.

Register and Vote

Since our union's founding in 1938, SIU members always have understood that political action is a must for our survival. We work in a very heavily regulated industry. We have to stay involved politically, at every level, in order to protect our interests.

With that in mind, I encourage all Seafarers, pensioners and their families to be active during this election season. Make sure you are registered, and if you're not, please register. Stay familiar with the issues and support the candidates who'll support the U.S. Merchant Marine. If your port agent asks you to assist in getting out the vote, please donate your time and effort.

I thank you for your continued participation. Voting, writing letters, calling, talking with your elected representatives, donating to SPAD.... All of those activities help us advance the SIU's message.

Let's make sure our message continues to be heard.

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USNS Bridge Joins SIU CIVMAR Fleet

New shipboard jobs are on the horizon for members of the SIU's Government Services Division, the result of the June 29 transfer of the *USS Bridge* (AOE 10) from commissioned service in the U.S. Navy's combat fleet into its Military Sealift Command (MSC).

Now known as the *USNS Bridge*, the vessel has a crew of 160 civilian mariners. The federal civil service mariners (CIVMARS) will be joined aboard the *Bridge* by a small military department of 28 sailors who will perform communication support and supply coordination. An additional 30 or more sailors will augment the crew when necessary to support helicopter operations.

As a Navy ship, the *Bridge* was crewed by a complement of 544 active-duty sailors.

"The transfer of the *Bridge* from the Navy's combat fleet to the Military Sealift Command marked another great day for the SIU," noted SIU Government Services Division Representative Chet Wheeler. "It means more welcomed jobs for our mariners and stands as a great example of our tremendous working partnership with the Navy. The other point is that everyone benefits from the move."

"The *Bridge* is the fourth vessel that has been transferred to MSC from commissioned service in the Navy fleet," Wheeler continued. "Each transition went very smoothly, and all parties concerned deserve a great deal of credit for the ease with which it occurred."

In its new role, the *Bridge* will be joining more than 30 civilian-crewed ships providing combat logistics services to Navy fleets worldwide.

A formal ceremony marking the vessel's decommissioning and transfer took place June 24 at the



The *USNS Bridge* signals new jobs for members of the SIU's Government Services Division.

U.S. Naval Base in Bremerton, Wash.

The *Bridge* became the last of four U.S. Navy Supply-class fast combat support ships to leave commissioned service for what the Navy termed "an even more active role with MSC." Navy sources say the transfer of the *Bridge* and its sister ships, the *USNS Rainier*, *USNS Arctic* and *USNS Supply*, are part of the Navy's continuing transformation into a more efficient and cost effective fighting force for the 21st century. According to a May 1998 Center for Naval Analysis study, the Navy will save a projected \$76 million annually with the change. The transfers also free up more than 100 active-duty Navy officers and nearly 2,000 enlisted sailors to return to the war-fighting roles for which they were trained.

With a top speed in excess of 25 knots, the 754-foot fast combat support ships are ideally suited to travel with U.S. Navy strike groups to provide underway replenishment of fuel, ammunition, spare parts and stores at sea, eliminating the need for the combatants to constantly return to port.

The MSC has awarded a contract for modifications on the *USNS Bridge*. Work was scheduled to begin late last month and conclude in early October.

USNS Bridge Quick Facts

Keel Laid: 1993

Commissioned: August 1998

Decommissioned: June 2004

MSC 'in service': June 24, 2004

Builder: National Steel and Shipbuilding Company (San Diego)

Propulsion System: 4 General Electric LM 2500 gas turbine engines

Propellers: 2

Length: 754.6 feet

Beam: 107 feet

Draft: 39 feet

Displacement: 48,800 tons

Speed: 26 knots

Aircraft: 2 CH-46 Helicopters

Armament: None

SIU Hosts International Working Group

The SIU last month hosted a meeting of a high-level international maritime tripartite working group, pictured at right with SIU VP Contracts Augie Tellez (10th from right), at union headquarters, located in Camp Springs, Md. Representatives from labor, management and government took part in the sessions July 6-8. They included delegates from the



International Labor Organization; International Transport Workers' Federation; U.S. Department of



Transportation, including the U.S. Maritime Administration; the Paul Hall Center for Maritime Training and Education; the Chamber of Shipping of America; the International Shipping Federation; and the respective governments of the Bahamas, Norway, France, China, Japan, Namibia and Denmark. The representatives covered numerous topics important to all segments of the maritime industry.

SIU-Crewed Pride of Aloha Christened

The latest milestone in the U.S.-flag cruise ship industry's rebirth took place on Independence Day in Honolulu, as dignitaries, crew members and guests celebrated the christening of NCL America's Seafarers-crewed *Pride of Aloha*.

SIU President Michael Sacco was a featured speaker for the event. Also delivering remarks were U.S. Senator Daniel K. Inouye (D-Hawaii), U.S. Rep. Neil Abercrombie (D-Hawaii), U.S. Maritime Administrator Capt. William Schubert, Hawaii Governor Linda Lingle, Star Cruises Chairman Tan Sri KT Lim, and NCL America President and CEO Colin Veitch. Mrs. Margaret Inouye served as the vessel's godmother.

The *Pride of Aloha* is the first of three U.S.-flag cruise ships planned by NCL America. The others are the *Pride of America* and the *Pride of Hawaii*, with the latter scheduled for delivery in the summer of 2006.

"The *Pride of Aloha* represents a partnership between NCL America, the shipboard workers and their unions. We're all in this together, and I'm 100 percent confident we're going to succeed," Sacco stated. "Today, thanks to an unprecedented level of cooperation between labor, management and government, the U.S. Merchant Marine is on the rise. New ships are entering the U.S.-flag fleet—not only in the cruise indus-



SIU President Michael Sacco expressed strong confidence that the new cruise ship will succeed.



The SIU-crewed *Pride of Aloha* means new jobs for Seafarers. It's the first of three U.S.-flag ships planned by NCL America.

try, but also cargo ships, military support vessels, passenger ferries, modern tugboats and barges, Great Lakes ships and more. That type of progress doesn't happen without teamwork by all concerned. And that same type of cooperation and commitment will lift NCL America to great heights."

See pages 12-13 for more photos of the christening.

Senator Inouye, a driving force behind the industry's revival and a longtime supporter of the U.S. Merchant Marine, noted, "I am pleased to have sponsored legislation that led to the return of the U.S. flag to passenger cruise ship operations in the United States, and especially in Hawaii. The *Pride of Aloha* will be a welcome addition to Hawaii waters, and the visitor industry and all of Hawaii will benefit from its activities."

Another fervent backer of the U.S. fleet, Abercrombie said the recently reflagged ship's arrival "is a tremendous boon to our state's economy. Having a U.S.-flag ship operating among our Islands will have vital long-term economic benefits including the creation of thousands of new jobs."

Schubert described the revival of oceangoing U.S.-flag cruising as "great news for the U.S. Merchant Marine. NCL America's planned U.S.-flag expansion, starting with *Pride of Aloha*, helps grow our U.S.-flag fleet and create thousands of jobs for American seafarers, which is vital to our economic well-being and national security."

Tan Sri KT Lim offered passionate remarks about the industry's revival. He touched on the "concept of Ohana, the extended family, and the benefits and obligations that being part of the Ohana brings.... I have personally committed our own extended family to making sure that this venture succeeds. We will commit the necessary assets and management resources to make sure it does well, and we will draw on our resources to the full extent necessary to beat back any attempts to undermine it. An assault on U.S.-flag shipping is an assault on our family. Attempts to dismantle laws that preserve coastwise trade for domestic vessels and domestic seafarers is an attack on our family."

"On this day when Americans celebrate our independence, NCL America is proud to inaugurate a whole new cruise experience—one that represents all that

America and Hawaii have to offer," said Veitch. "This is truly a proud day for NCL."

"The state is proud to welcome the *Pride of Aloha* to Hawaii," said Lingle. "This beautiful new

Mrs. Margaret Inouye, wife of U.S. Senator Daniel K. Inouye (D-Hawaii), does the honors at the christening, with an assist from NCL America President and CEO Colin Veitch.



Matson's Maunawili Christened

Seafarers-contracted Matson Navigation Company's new containership *Maunawili* was christened July 17 at Kvaerner Philadelphia Shipyard, Inc. by Ms. Maryanna G. Shaw, great granddaughter of Samuel T. Alexander, one of the founders of Matson's parent company, Alexander and Baldwin, Inc. (A&B).

SIU President Michael Sacco and SIU Vice President Contracts Augie Tellez represented the union at the ceremony.

In his keynote speech, Lt. General Gary Hughey, deputy commander of the U.S. Transportation Command (USTRANSCOM), reinforced the important role of the Jones Act. "I have no doubt that as long as America maintains the Jones Act as the foundation of our maritime policy, U.S.-flag vessel operations will meet the needs of waterborne commerce. And it will sustain the maritime infrastructure—the builders, the owners, the mariners—whose labors always have and always will ensure our security," he stated.

Hughey added, "USTRANSCOM, Military Sealift Command, the Surface Deployment and Distribution Command, and the Maritime Administration support the maintenance of a viable U.S.-flagged fleet and U.S. mariner pool. We can't do business without either."

NCL America ship will bring more visitors to Hawaii, increase business for our merchants on the different islands and provide more job opportunities for our residents."

The ship is sailing seven-day, round-trip Hawaii itineraries, visiting all four main islands and giving passengers up to 96 hours in port. The 77,000-ton *Pride of Aloha* is a 2,000-passenger ship and is projected to annually generate more than \$275 million in expenditures, \$199 million in direct and indirect wages and salaries, \$42 million in federal tax revenues, and nearly 7,000 jobs, according to the company.

Once NCL America's plans are fully implemented, its U.S.-flagged ships are expected to generate more than \$828 million in U.S. economic activity and 20,400 jobs, according to a recent study by one of the nation's leading economic consultancies.



Lt. Gen. Gary Hughey, deputy commander, U.S. Transportation Command

The *Maunawili* is the second new Matson ship of the 21st century. The first, the *Manukai*, was delivered to Matson by Kvaerner Philadelphia in September 2003. Each ship is 712 feet long and can carry 2,600 containers.

The newer vessel was slated for sea trials in late July and is expected to enter Matson's Hawaii service in the fall.

James Andrasick, president and CEO, Matson, noted, "Investing \$220 million in two new U.S.-built containerships was a significant step for Matson and represents a significant commitment to the Hawaii market that we have served for more than 120 years. This new ship will help ensure that Matson continues to provide Hawaii with efficient, dependable ocean transportation services of superior quality and value."

NASSCO Floats Out Second BP Tanker

In November of last year, when National Steel and Shipbuilding Company (NASSCO) floated out Hull 484 (the *Alaskan Frontier*), keel-laying ceremonies also were being held for Hull 485 (the *Alaskan Explorer*). The two vessels represent the first and second of four Alaska Class double-hull oil tankers being built for BP Oil Shipping Company, USA. Both will be operated by SIU-contracted Alaska Tanker Co. (ATC).

Early last month, eight months after that first vessel was launched, the *Alaskan Explorer* was floated out from the construction dock. It will be finished dockside in preparation for delivery in November 2004. Meanwhile, the *Alaskan Frontier* is undergoing sea trials and is expected to go into service later this month. The other two new builds are scheduled for delivery in 2005 and 2006.

Each of the four oil tankers is 941 feet long and is designed for maximum flexibility in the transport of crude oil from Valdez, Alaska to oil refineries located along the U.S. West Coast, including BP refineries in Los Angeles and Cherry Point, Wash. With a beam of 164 feet and a capacity of 1.3 million barrels, the vessels are expected to last a minimum of 35 years.

BP reported that each of the tankers will be filled with state-of-the-art machinery and cargo control systems as well as an integrated navigation system. To help eliminate accidental oil leaks, the propeller



The second of four double-hull oil tankers being built for BP Oil Shipping Company, USA, the *Alaskan Explorer* is launched from the NASSCO construction dock and will join the *Alaskan Frontier* and two other tankers in the transport of crude oil from Valdez, Alaska to refineries on the West Coast.

shafts will be cooled and lubricated with seawater instead of lubricating oil. Cargo piping will be installed in the cargo tanks, instead of on deck, to reduce the risk of small spills. Additionally, each ship will have redundant propulsion and steering systems that include twin diesel-electric power systems in segregated engine rooms, twin propellers and twin rudders. Use of diesel-electric propulsion system will reduce air emissions at sea and in port while reducing maintenance "down time."

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, August 16, 2004 for the observance of Paul Hall's birthday and Monday, September 6, 2004 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

Union Mourns Port Agent Malone

Philly-Based Official's 'Heart Was as Big as the Rest of Him'

Jim Malone, the SIU's port agent in Philadelphia, died June 22 in Newark, N.J. of a heart attack. He was 56.

Fellow officials remembered Malone as a dedicated, respected and well-liked individual whose commitment to the union easily exceeded his considerable size.

"He really cared about the membership," said SIU President Michael Sacco. "He was a good union rep, very conscientious, and he was also a loving father. He'll sorely be missed."

SIU Secretary-Treasurer David Heindel, who worked closely with Malone when they were based in Philadelphia during the early and mid-

1990s, stated, "Jim was a dedicated and loyal official. He had a heart of gold and always looked out for the members' interests."

SIU Vice President Contracts Augie Tellez said Malone's "heart was as big as the rest of him."

SIU Representative Joe Mieluchowski lived in Philadelphia when he went to the SIU hall to inquire about joining in 1991.

"Jim was the one who handed me my application," Mieluchowski recalled. "If you knew him, you liked him. He was extremely loyal to the union and he was very dedicated to his family. All of that is fact."

A Philadelphia native, Malone sailed

in the SIU's inland division, beginning in 1982. He sailed as a deckhand with Moran, McAllister and Taylor & Anderson in Philadelphia, most recently in 1988. That same year, he came ashore to work for the union.

Malone became the union's port agent in Philadelphia in 1997. He later assumed the same post for the SIU in Norfolk, Va. before returning as port agent in Philadelphia.

Survivors include Malone's wife, Patricia; three daughters and a son; and nine grandchildren, nieces and nephews.

A funeral mass took place June 26 at Our Lady of Mt. Carmel Church in Philadelphia.



A heart attack claimed Philadelphia Port Agent Jim Malone, who loved his family and his union.

NMU PENSION & WELFARE PLAN NMU VACATION PLAN

Trustee, Administration and

Summary of Material Modifications for the Year 2003

THE BOARD OF TRUSTEES – Co-Chairmen

NMU Pension & Welfare Plan and NMU Vacation Plan

EMPLOYER TRUSTEES

Thomas Murphy, President
Marine Personnel & Provisioning, Inc.
1083 N. Collier Blvd, PMB #387
Marco Island, FL 34145
(941) 393-0435

UNION TRUSTEES

René Lioeanjie, Vice President-at-Large
Seafarers International Union of N.A., AGLIWD/NMU
1150 17th Street, N.W., Suite 700
Washington, DC 20036
(202) 466-7060

AMENDMENTS & OTHER ITEMS

NMU Pension Plan, Annuity Plan and 401(k) Plan:

During 2003, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Provided for a suspension of benefits during months in which a Pensioner is receiving vacation benefits from the NMU Vacation Plan.
2. Authorization of the thirteenth check distributed to Retirees or Beneficiaries who were eligible to receive a pension benefit after December 2002.
3. Clarification that a Participant who attains Normal Retirement Age before a Permanent Break in Service shall be eligible for a Vested Pension.
4. Changed the definition of the Union Name to the Seafarers International Union – Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO.
5. Provided for payment of benefits at Normal Retirement Age and Required Beginning Date.
6. Provided for a 2 percent increases at December 31, 2003 for Participants active in 2004.
7. Amendment regarding compliance with IRS Regulations.

NMU Welfare Plan:

During 2003, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Amended the ISOV payment arrangement to exclude reimbursable illness/injury claims such as those that may be reimbursed by MARAD.
2. Established a cap of \$100,000 per incident/per person in ISOV cases
3. Changed the definition of the Union Name to the Seafarers International Union – Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO.
4. Extended the Viagra exclusion to July 31, 2004.
5. Provided an exclusion of medical coverage for ADD/Autism.
6. Extended the age for dependent students from age 23 to age 25.
7. Provided well baby coverage including physical examinations and immunizations.
8. New eligibility requirements as of January 1, 2004.
9. Provides for eligibility for new employees.
10. Deleted the provisions of Section 11.

NMU Vacation Plan:

During 2003, the Board of Trustees adopted an amendment to the Declaration of Trust Changed the definition of the Union Name to the Seafarers International Union – Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO.

ADMINISTRATOR

William J. Dennis
NMU Benefit Plans
360 West 31st Street, 3rd Floor
New York, NY 10001-2727

Boston, Charleston Clinics Open Doors for Seafarer Testing

The Seafarers Health and Benefits Plan (SHBP) has recently contracted with two clinics—one in Boston and the other in Charleston, S.C.—to assist Seafarers in getting the medical testing necessary for them to sail. These services include pre-employment physical exams and benzene clearances as well as drug screens and physicals mandated by the U.S. Coast Guard.

When the New Bedford, Mass. union hall recently relocated to Boston, a clinic—Health Resources at 185 Devonshire Street—was found just 1½ miles from the hiring hall (or a

three-minute walk from South Station). Health Resources opened its doors to Seafarers this year around the beginning of June.

As of June 14, Seafarers on the southeast coast of the U.S., anywhere from Jacksonville, Fla. to Charleston, can utilize the services of the Carolina Center for Occupational Health, the newly contracted Charleston clinic, at 5290 Rivers Avenue.

To date, the Seafarers Health and Benefits Plan has 28 designated clinics (see boxed list) to service the SIU membership.

ALGONAC, MI

Munson Medical Center
550 Munson Avenue
Traverse City, MI 49684
(231) 935-8590

St. Josephs/Chesterfield Health Center
30795 23 Mile Road
Chesterfield, MI 48047
(586) 421-3065

ANCHORAGE, AK

U.S. Healthworks/Primary Care Associates
4100 Lake Otis Pkwy, Suite 322
Anchorage, AK 99508
(907) 562-1234
or (907) 646-2506

Tongass Substance Screening
120 Carlanna Lake Road
Ketchikan, AK 99901
(907) 247-1431

BALTIMORE, MD

Johns Hopkins Community Physicians
Int. Med. Wyman Park
Med. Ctr., 2nd Floor
3100 Wyman Park Drive
Baltimore, MD 21211
(410) 338-3357

BOSTON, MA

Health Resources
185 Devonshire Street
Boston, MA 02110
(617) 357-4140

DULUTH, MN

Duluth Clinic Occup. Medicine
400 East 3rd Street
Duluth, MN 55805
(218) 786-3392

GUAM

Harmon Doctors Clinic
2214 Rte. 16
Dededo, Guam 96929
(671) 637-1777

HONOLULU, HI

Dr. William B. Meinke
35 Luna Lilo Street, Unit 102
Wailuku, HI 96793
(808) 249-2285

Straub Occupational Health
839 S. Beretania Street
Honolulu, HI 96813
(808) 522-4441

SHBP-Contracted Clinics

HOUSTON, TX

Methodist Hospital Institute for Preventive Medicine
6565 Fannin, SM583
Houston, TX 77030
(713) 394-6065 or 6079

Tower Medical Center of Nederland
2100 Highway 365
Nederland, TX 77627
(409) 724-2321

JACKSONVILLE, FL

Industrial Medicine Group
3604 University Blvd S.
Suite 1
Jacksonville, FL 32216
(904) 739-4629

Industrial Medicine Group
1205 Monument Road
Suite 203
Jacksonville, FL 32225
(904) 727-5120

Carolina Center for Occupational Health
5290 Rivers Avenue, Suite 101
N. Charleston, SC 29406
(843) 554-1029

JOLIET, IL

The Joliet Medical Group
2100 Glenwood Avenue
Joliet, IL 60435
(815) 725-2121

MOBILE, AL

Mobile Family Physicians
1924K Dauphin Island Pkwy
Mobile, AL 36605
(251) 476-6330

NEW ORLEANS, LA

Occupational Medical Center of West Jefferson
4475 Westbank Expressway
Marrero, LA 70072
(504) 347-8471

NEW YORK, NY

Bay Park Medical Occupational Health Services
794 Union Street
Brooklyn, NY 11215
(718) 783-6578

NORFOLK, VA

Internal Medicine Specialists
142 W. York Street, Suite 518
Norfolk, VA 23510
(757) 627-7283

PHILADELPHIA, PA

Healthmark, Inc.
2301 South Broad Street
Philadelphia, PA 19148
(215) 952-9900

PINEY POINT, MD

Calvert Internal Medicine Group
14090 Solomons Island Rd. S.
Suite 2500
Solomons, MD 20688
(410) 326-0305

PORT EVERGLADES, FL

AMO Medical Center
2 West Dixie Highway
Dania, FL 33004
(954) 927-5213

SAN FRANCISCO, CA

Mercy Doctors Med. Group, Inc.
1 Shrader Street, Suite 640
San Francisco, CA 94117
(415) 752-0100

SAN JUAN, PR

Luis Marquez-Gonzales, MD
Ashford Medical Center
#29 Washington Street
Suite 502
San Juan, PR 00907
(787) 723-6110

ST. LOUIS, MO

Concentra Medical Centers (Soulard)
1617 S. Third Street
St. Louis, MO 63126
(314) 421-2557

TACOMA, WA

Franciscan Occup. Health-Port Clinic
1930 Port of Tacoma Road
Tacoma, WA 98421
(253) 272-6677

WILMINGTON, CA

P.V. Family & Immediate Medical Care Center
26516 Crenshaw Boulevard
Palos Verdes, CA 90274
(310) 541-7911

'Team Effort' with Maritime Industry Helps USCG Tackle New Security Rules

Some 30 days after the new United Nations International Ship and Port Facility Security code (ISPS) and related U.S. Maritime Transportation Security Act (MTSA) went into force, the U.S. Coast Guard continues to take proactive measures to keep America's ports safe and secure.

The two new sets of regulations, designed to thwart seaborne terrorist attacks, became effective July 1. "Things have been running smoothly with very little disruption to trade and travel," said Adm. Thomas H. Collins, commandant of the Coast Guard. "This has truly been a team effort, and everyone—from the maritime industry to local governments and private citizens to the international community—has played an important role in ensuring that U.S. ports and waterways run efficiently and effectively while we implement the new security regime."

Vice Adm. James D. Hull, commander, U.S. Coast Guard Atlantic Area in Portsmouth, Va., also acknowledged the key roles played by governmental and civilian agencies in the implementation of the new regulations. In a

letter to the Norfolk, Va.-based *Virginian-Pilot*, Admiral Hull said in part: "Despite many who questioned the industry's ability to comply with the stringent requirements on a short timeline, thousands of foreign vessels have since come and gone, 98 percent of our facilities remained open for business and store shelves remained stocked. This remarkable accomplishment is attributed to the unheralded cooperation of government at all levels and civilian port authorities, whose livelihood depends on our ports remaining safe, secure and open for business."

"Today our nation faces the very real threat of a terrorist attack, and our goal is to deter and/or prevent that from happening in the maritime arena," he continued. "With 361 ports accepting 95 percent of our country's imports, the task seems daunting. While we cannot guarantee that a terrorist attack will not happen, the MTSA and ISPS code, and our nation's overwhelming effort to comply with those laws and regulations, have certainly made our ports safer than ever before.... "In this critical effort, the mar-

itime community of the United States and their partners in foreign trade should be applauded for quickly complying with the new security regulations."

According to the latest statistics (released July 21), three weeks after ISPS/MTSA enforcement began, 5,002 foreign vessels had arrived at U.S. ports. Of these, 3,494 had been inspected and approved before the July 1 deadline. The U.S. Coast Guard had inspected 1,209 foreign vessels in port and another 40 at sea. Forty-two foreign vessels had been denied entry into U.S. ports and another 50 had been detained in port since July 1.

Thirty-two U.S.-flag ships were under restricted operation orders, and 18 shore facilities had been closed for non-compliance with the MTSA.

During the initial days of inspections, the Coast Guard said that non-compliance with ISPS was concentrated among vessels of smaller than 500 tons. The agency estimated that about 8.5 percent of vessel exams have resulted in enforcement actions, including denial of entry, expulsion and detention.

Panamanian-flagged vessels fared the worst with nearly 25 percent of the non-compliant vessels flying that country's flag. As the world's largest ship registry, Panamanian-flagged vessels typically make up 25-27 percent of the foreign vessels that call on the U.S., according to the Coast Guard. Other flags that the Coast Guard closely is tracking include Cyprus, Antigua and Barbuda, Bolivia, Honduras and Malta.

In a related development, *Lloyds List* on July 20 reported that the Panamanian flag is bracing itself for a series of defections following earlier criticism of the way ISPS Code certificates have been processed, which saw many ships fail to meet the July 1 deadline.

Most notably, according to the report, Japanese owners, who account for 40 percent of the world's largest register, are considering moving away. A representative in Singapore for the Panamanian flag, Capt. Sam Say, admitted, "The Japanese are thinking of reflagging. Some owners might reconsider the situation and reflag to other flags." Captain Say works as a consultant for Panahon Marine, the Panamanian flag agency.

The Panamanian registry's London office refused to comment, the report said, but Capt. Say continued, "From the feedback of owners we have got, they do express dissatisfaction with Panamanian authorities in implementing the ISPS Code. The Panamanian authorities were slow in issuing [International Ship Security Certificates] and they required owners to pick them personally."

Say said that in Singapore the problems were minimized and agents were employed to help deliver the certificates to the owners. However, he re-emphasized: "Owners are very disappointed with the actions leading up to ISPS implementation."

Elsewhere, the U.S. Coast Guard on July 13 urged ship operators to ensure that they adhere strictly to its notification of arrival requirements, stressing that failure to do so could result in delays, or denial of entry to their destination port.

In a statement formally reiterating declarations made by officials during the opening week of compliance, the agency said operators must have valid International Ship Security Certificates and provide other information as part of their notice-of-arrival requirements to enter U.S. ports.

Coast Guard Port Security Director Rear Admiral Larry Hereth said, "We have experienced problems with vessel operators failing to obtain the required certificates and in some cases filing incomplete or inaccurate information. This has led to delays or entry denials."

Coast Guard spokeswoman Jolie Shifflet added, "The message we would like to get out is for those who have ISSCs to please report it."

She added that the agency is strictly enforcing its notice-of-arrival requirements. "It is one of our primary tools for making determinations about ships coming in."

The requirements charge ship operators with submitting accurate vessel, crew, passenger and cargo information to the Coast Guard at least 96 hours prior to arrival in a U.S. port. Failure to submit the notice will result in denial of entry while incomplete or inaccurate information could result in significant delay.

In a related development, the International Transport Workers' Federation's (ITF) port workers unions on July 14 pledged to assure port security, and warned that the ISPS code must be rigidly upheld—not undermined by using it as a backdoor way of introducing casual labor and self-handling. Meeting in Singapore, the ITF Dockers' Section Conference moved to support the new legislation but flagged up areas of concern.

These included: possible use of casual labor who do not meet security standards and the potential use of ISPS to exclude ITF inspectors and even dockers from ships. The conference also reiterated the ITF's opinion that empty containers are a security risk unless they are inspected.

SIU Officials to Serve On Security Committees

A pair of SIU officials recently became members of maritime security committees in their respective geographical regions. They are Victor Nuñez, port agent in the port of Santurce, P.R. and Steve Judd, port agent in the port of New Orleans.

Nuñez received an invitation to serve on the Puerto Rico Area Maritime Security Committee (AMSC) from U.S. Coast Guard Capt. W.J. Uberti, Federal Maritime Security Coordinator (FMSC) for Puerto Rico while Judd received similar correspondence for membership in the New Orleans Area Maritime Subcommittee from U.S. Coast Guard Capt. R.W. Branch, FMSC for the New Orleans area. Both SIU officials completed required acceptance forms to verify their approval to the posts and now are full-fledged members.

Earlier this year, the following SIU officials also accepted AMSC appointments: Gulf Coast Vice President Dean Corgey, Atlantic Coast Vice President Joseph Soresi, Hawaii Port Agent Neil Dietz, Baltimore Port Agent

Dennis Metz and Boston Port Agent Gerard Dhooge.

The AMSC positions are voluntary.

"It's a real honor for me to be a part of this committee," said Nuñez, who has been in his position as port agent since 1999. "I've been looking forward to this opportunity because a lot of decisions are made (by the agency) that directly affect SIU members and the vessels they crew. This is a chance to provide more input and further voice our concerns prior to final decisions."

Nuñez served as a patrolman in Santurce from 1997 to 1999. He sailed as an AB for eight years before coming ashore.

Judd's affiliation with the SIU dates back to the late 1970s when he worked as a deckhand aboard inland boats. In addition to holding a master's license, Judd also has served as a safety director and union representative. He has held office in the local port council of the Maritime Trades Department and the New Orleans AFL-CIO. Judd became port agent in 1997.

"I look forward to serving on



SIU New Orleans Port Agent Steve Judd takes notes during an MTD meeting which included detailed discussions on shipboard and port security.

the committee," said Judd, "because homeland security matters have a direct bearing on quality-of-life issues for our membership. My main goal will be to foster a happy balance between decisions affecting homeland security and issues relating to the interests of Seafarers. Such things as shore leave and entering and exiting ports affect our membership as a whole and our concerns need to be heard."

AMSCs were instituted as a result of the Maritime Transportation Security Act of 2002. They are intended to provide a framework for communicating, identifying risks and coordinating resources to reduce threats and help ensure efficient responses. Chaired by the Coast Guard Captains of the Ports (COTP), the committees bring together a diverse group of port stakeholders to discuss maritime domain awareness and transportation security issues.

Committee members are appointed by COTPs. Those appointed must have at least five years of experience dealing with maritime or port security operations.



SIU Santurce Port Agent Victor Nuñez (second from right, with Seafarers on the *Horizon Discovery*), will serve on the Puerto Rico Area Maritime Security Committee.

SIU VP Soresi Elected to State AFL-CIO



SIU VP Atlantic Coast Joseph Soresi (second from left) recently was elected to serve as a vice president of the New Jersey State AFL-CIO. Additionally, the New York Port Maritime Council of the Maritime Trades Department, AFL-CIO became an affiliate of New Jersey's state labor federation. Presenting the certificate of affiliation to Soresi (who also serves as president of the port council) during the federation's meeting June 16 in Atlantic City, N.J. are (from left) Pete Busacca, president of the Hudson County Central Labor Council; Charles Wowkanec, president of the state federation; and Laurel Brennan, secretary-treasurer of the state federation.

U.S. Labor Department Updating Confidential Maritime Database Agency Seeks Volunteers for 'O*NET' Project

The U.S. Department of Labor is asking SIU members who have been in the industry for at least five years to consider voluntarily participating in a program known as the Occupational Information Network (O*NET).

The program is sponsored by the Department of Labor. It is intended to gather occupational information for a national database that is used by millions of employers, workers, educators and students across the country.

Individual data will be kept strictly confidential. Names are not used in the

database, and no identifying information about anyone will be published or released in any form to anyone outside the research team.

The database's maritime component provides information about the knowledge, skills, abilities and activities for the occupations of masters, mates, pilots, engineers, deckhands and oilers. "We want to make sure that the right information is presented for these positions," noted Dr. Jon Blades, who helps head up the project. "It's important that the information is accurate and up to date, because millions of

employers, workers, educators and students use O*NET to help them make informed decisions about education, training and careers."

He added that the agency seeks volunteers with at least five years of experience to "serve as experts and [to] complete questionnaires about their work. Responses will be strictly confidential and will be combined with all other responses to define the skills, knowledge, and other aspects of work in the maritime field. Each person who completes the questionnaires will receive \$40 and a certificate of appre-

ciation from the U.S. Department of Labor."

Seafarers who are interested in participating may contact Dr. Jon Blades at the National Center for O*NET Development, P.O. Box 27625, Raleigh, NC 27611; telephone (919) 733-2790; fax (919) 715-0778; email jon.blades@ncmail.net. Please provide your name, telephone number and a mailing address.

More information about O*NET is available on line at <http://www.onetcenter.org/>.

Claims Dept. Co-Director Martha Carr Dies at 51

Martha C. Carr, a longtime medical claims employee who rose to the post of co-director in the Seafarers Health and Benefit Plan's Piney Point, Md.-based claims department, passed away June 25 at her home in Piney Point. She was 51.



Martha Carr, left, talks with then SIU Plans Administrator Lou Delma in a 2001 meeting at the SIU-affiliated Paul Hall Center.

"Martha was a solid citizen here in Piney Point," said Paul Hall Center Vice President Don Nolan. "Her dedication to the job was unbelievable. No problem was too small for Martha when it came to the membership. She will sorrowfully be missed, and we will never forget her wonderful smile."

John Spadaro, national director of the SIU-affiliated United Industrial Workers, also speaking of Carr's commitment to the union noted, "Martha was one of the most dedicated people I have ever worked with. She was extremely compassionate and certainly very helpful on a day-to-day basis. Martha went about the business of doing her job like the true professional that she was, but she always added that personal, caring touch to whatever she was involved in. There is no doubt that she will be missed a great deal by everyone who knew her."

Seafarers Plans Administrator Bill Dennis said Carr "was truly special. During her illness she always maintained a very positive attitude. It seemed that she was trying to make us feel better. She touched all of us in a very special way."

"Martha and I worked very well together as a team over the years," said Pat Benoit of her deceased colleague and close personal friend. Benoit is co-director of the claims department.

"Jointly, we supervised 45 employees," Benoit continued. "The one thing I remember and treasure most about Martha was her unselfishness, her willingness to go that extra mile for the membership. Regardless of how simple or complicated a particular situation was, she time and again made herself available to members, port officials and anyone else who required her assistance. Even when her illness started to get the best of her, she still put the needs of others ahead of her own personal welfare; this is a rare quality indeed."

"I'm certain that I speak for all of her co-workers and those who had the good fortune of knowing her when I say that she was greatly loved and highly respected," Benoit concluded. "Martha will be missed by all of us."

A native of Washington, D.C., Carr joined the UIW in 1985 while working at SIU headquarters in Camp Springs, Md. She initially worked as a claims processor. Carr advanced to the position of claims coordinator in 1990 and to claims section manager in 1991.

In January 1998, she became co-director of the claims department. She held this position until her demise.



Minette Clarke, left, and Carr are all smiles during a claims department outing in Southern Maryland.

Carr was preceded in death by her parents, Edward J. and Margaret V. Holt; two sisters, Margaret J. Kendall and Dorothy Jones; and two brothers, William and Richard Gray.

Survivors include her husband, Steven; one son, Gary Hartman; two daughters, Susan Owen and Sandy Carr; five grandchildren; a host of other relatives, friends and her SIU "family."

A viewing was held June 29 at the Brinsfield Echols Funeral Home in Charlotte Hall, Md.

Alaska Tanker Co. Wins Prestigious Safety Award

SIU-contracted Alaska Tanker Company (ATC) has won a prestigious safety award issued by the U.S. Coast Guard.

U.S. Coast Guard Assistant Commandant for Marine Safety and Environmental Protection, Rear Adm. Thomas H. Gilmour, recently announced that ATC earned the 2004 William M. Benkert Environmental Award. ATC won "gold level" recognition in the "large business vessel" category.

The award was presented in late June in San Diego.

"This award has been earned by the men and women of ATC," stated Alaska Tanker Company President Anil Mathur. "I am proud to lead this team that harmoniously brings together helping provide energy for Americans and caring for our environment."

According to the agency, the William M. Benkert Award "is the premier national award that recognizes excellence in marine environmental protection. The evaluation process is competitive; standards are rigorous and demanding. This award was created to recognize vessel and facilities operators who have implemented outstanding marine environmental protection programs—programs that far exceed mere compliance with industrial and regulatory standards."

The award is named in honor of Rear Adm. William M. Benkert (1923-1989), a distinguished Coast Guard officer widely known for his leadership and vision in marine environmental protection.

ATC, based in Beaverton, Ore., operates a fleet of eight SIU-crewed tankers. The Coast Guard, in announcing the award, credited the company with maintaining "well-defined environmental policies and objectives with outstanding measurement tools. The company established performance contracts between owners, management, senior officers and the ship's crew. These performance contracts identified clear and specific goals, measured trends and/or areas for improvement that allowed ATC to



SIU-contracted Alaska Tanker Company has earned several high-level safety awards in recent years. Among other vessels, the ATC fleet includes (from top) the *Overseas Chicago*, the *Denali* and the *Prince William Sound*.



identify mitigation strategies to produce positive results. Each year, the specific goals and objectives of these contracts are set at a higher standard than the year before. During 2002 and 2003 ATC transported approximately 311 million barrels of crude oil with less than 2.2 gallons of oil being spilled in the environment."

SIU-contracted Ocean Shipholdings, Inc. (OSI) received honorable mention. The company operates five U.S.-flag tankers for the U.S. Military Sealift Command (MSC).

The Coast Guard noted that Ocean Shipholdings' vessels

"operate worldwide, including the sensitive environmental regions of Antarctica and Greenland. OSI's environmental policies are clear and concise covering the avoidance of damage to the environment with particular consideration to the marine environment. To meet the objectives of their mission and policy statements, risks are continually identified and evaluated to help reduce any impact on the environment. OSI also developed specific Marine Regulations to address the risks to vessels and the environment while operating in a harsh environment such as Antarctica."

Congressman Hunter Honored By Shipbuilding Association

House Armed Services Committee Chairman U.S. Representative Duncan Hunter (R-Calif.), a strong advocate for the U.S. Merchant Marine, is the recipient of the American Shipbuilding Association's (ASA) 2004 Herbert H. Bateman Award.

Congressman Hunter on June 23 received the award during the ASA's Salute to the 108th Congress reception in the foyer of the Rayburn House Office Building in Washington, D.C. Established by ASA in 2000, the award is described by the association as the shipbuilding industry's uppermost acknowledgment of an individual in the executive branch, legislative branch, or industry who has demonstrated

years of consistent, outstanding, and inspirational leadership in fighting for a stronger shipbuilding industry.

Congressman Herb Bateman of Virginia, the award's namesake, was credited with demonstrating these qualities throughout his tenure in the U.S. House of Representatives from 1981-2000. The late nine-term congressman passed away in September 2000 following a lengthy battle with cancer.

"Duncan Hunter, throughout his nearly 24 years on the Armed Services Committee, has been a tireless advocate of a stronger defense shipbuilding industrial base," noted Cynthia Brown, ASA president, in presenting the congressman with the award. "He

has consistently worked for larger defense procurement budgets to fund the required number of naval ships.

"His long and impressive record in support of a larger naval fleet and supporting manufacturing industry has made him a deserving recipient of the Herbert H. Bateman Award," she concluded. Previous recipients of the honor include: U.S. Representative Herbert H. Bateman (R-Va.); U.S. Senator Olympia Snowe (R-Maine); U.S. Representative Gene Taylor (D-Miss.); and U.S. Senator Ted Stevens (R-Alaska).

Congressman Hunter represents California's 52nd Congressional District consisting of eastern and northern San Diego County. He is a Vietnam veteran, who served in the 173rd Airborne and 75th Army Rangers. In 1973, Representative Hunter attended Western State University Law School in San Diego on the G.I. Bill, while also working at farming and construction.

Prior to his current position as chairman of the full committee, Congressman Hunter served as Chairman of the House Military Research & Development Subcommittee from 2001-2002. The congressman also served as chairman of the House Armed Services Subcommittee on Military Procurement from 1995-2000.

ASA is a national trade association representing American shipbuilders—the designers and producers of the safest and most technologically advanced ships in the world. ASA's mission is to educate policymakers and the American public on the need for a strong shipbuilding industrial base to build the ships that help keep America secure and economically prosperous. To this end, ASA supports a strong American Navy and Marine Corps, Coast Guard, and merchant fleet of American-built ships.

Collectively, ASA member shipyards employ more than 90



U.S. Rep. Duncan Hunter (R-Calif.)

Secretary Mineta Underscores Need For U.S.-Flag Fleet

U.S. Secretary of Transportation Norman Y. Mineta recently reiterated his strong support for the U.S.-flag maritime industry. He did so while addressing an audience June 21 at the U.S. Merchant Marine Academy in Kings Point, N.Y.

"Rarely in our history has the importance of our maritime operations been so clear, or the opportunities for mariners so great," Mineta stated. "For the first time in recent memory, we are adding demonstrably to the number of ships sailing under the American flag. In the past two years, our efforts have attracted three modern and militarily useful vessels to the U.S.-flag fleet. Additionally, thousands of new sea-going jobs will be created when three new U.S.-flagged cruise ships are placed in service.

"The Maritime Security Act, signed by President Bush last November, is another measure of our commitment," he continued. "The \$1.7 billion reauthorization of the Maritime Security Program will expand the fleet from 47 to 60 ships. And there is more to come."

The secretary commended U.S. mariners for their quick response on September 11, 2001 and also for their highly regarded performance in Operation Iraqi Freedom.

"From the earliest days of our founding, America has always been a maritime nation," he added. "And so we remain today. Indeed, rarely in our nation has the importance of our maritime operations been so clear or the opportunities for mariners so great. Today, we recognize our sea lanes as the logistical lifeline to the troops defending our freedoms abroad. And for the world's leading trading nation, those sea lanes serve as the primary arteries through which almost 95 percent of U.S. overseas cargo flows.



U.S. Transportation Secretary Norman Y. Mineta

"With the American economy surging forward—creating nearly one million new jobs in the last 100 days—the stage is set for a renaissance for the maritime industries and a growing role for the merchant mariners who link us to our trading partners around the world," Mineta continued. "We have made a strong commitment to building a robust maritime system....

"And there is more to come. At the Department of Transportation, we are working to develop the most comprehensive maritime review that the nation has ever seen. This initiative, known as SEA 21, encompasses the entire marine transportation system—from ports to shipbuilding to mariner training. SEA 21 has the potential to modernize and enhance our maritime capacity, making it more secure and efficient while developing new areas of opportunity, such as short sea shipping."

Mineta noted that he took part in the dedication of the National World War II Memorial in Washington, D.C. and that the U.S. Merchant Marine "is included, prominently.... We know those mariners today as members of the 'Greatest Generation.'"

Tribute to Merchant Mariners Included in Denali Memorial

We dedicate this quiet place to the remembrance of the veterans of Alaska who have served their country at home and throughout the world. We honor their heroism and dedication.

At mile 147 of the Parks Highway at Denali State Park—centrally located between Anchorage and Fairbanks—is a plaque with those words.

AB Robert Franxman of Florence, Ky. was on a fishing trip in the area not long ago, when he came upon the beautifully designed memorial, and sent the photos appearing with this article to the *Seafarers LOG*.

The Alaska Veterans Memorial, the first to honor the state's veterans, was erected in 1983 and dedicated the following year. The main part of the site consists of five, 20-foot tall concrete panels, one each to represent the Army, Air Force, Navy, Marines and Coast Guard. They are arranged in a semi-circle to form an alcove in a natural grove of trees. On top of each panel is a large star and below the star is a



In 1999, a plaque was erected at the Alaska Veterans Memorial in honor of U.S. merchant mariners who served during World War II.

short history of that branch's contribution to Alaska.

At the entrance of the alcove is a statue of two figures representing the Alaska Territorial Guard (ATG), carved by Canadian sculptor George Pratt. The binoculars of one of the ATG members is trained on Denali (Mt. McKinley), which is only 35 miles away at that point. A large plaque beside the statue explains the work of the ATG.

In 1998, World War II merchant mariners were granted "active duty" veterans status, so another large plaque was added the following year to one of the walls forming the

entrance to the alcove where the main panels are set. It honors members of the U.S. Merchant Marine who served in World War II and was dedicated by Governor Tony Knowles, an Army Vietnam veteran.

Also in 1999, two flagpoles were erected by a group of volunteers so that an Alaskan flag now flies to the right of an American flag, and to its left flies a POW/MIA or other flag for special events.

The Alaska Veterans Memorial was made possible by legislation introduced by the late State Senator Charles Parr in 1981 and passed that year. Parr, a World War II Army veteran from Fairbanks, recognized that Alaska was one of the few states in the nation without a memorial to its veterans.

For travelers, the memorial provides both a refreshing stop along the highway as well as an important insight into Alaska's history. Adjacent to the memorial is a visitor's center, where several interpretive signs describe the historical role of the military in the Bering Sea during the Civil War and World War II and throughout the Cold War.



At the entrance to the state memorial is a statue representing the Alaska Territorial Guard (right) and a plaque in memory of all veterans.



Top Health Care Benefits Highlight Inland Contracts

Bisso, Moran, Seabulk Boatmen Approve Pacts

Gulf-area Seafarers recently approved three new contracts that call for wage increases and maintain top-of-the-line medical benefits.

Each of the respective agreements is for five years. Boatmen at

E.N. Bisso in New Orleans unanimously approved their new contract, while Seafarers at Seabulk and at Moran of Texas, respectively, ratified their pacts by overwhelming margins.

SIU Vice President Gulf Coast

Dean Corgey led the SIU negotiating teams for all three contracts. He stated that maintaining Plan G medical coverage for the boatmen and their families while also securing wage gains "is a great credit to all concerned and a major accomplishment. The struggle to maintain good, affordable health care benefits is the main issue in practically every union contract negotiation—for all unions—across the country. The fact that we kept the top coverage for members and their dependents and still got wage increases is a great achievement."

Corgey, SIU Assistant Vice President Jim McGee and SIU Representative Kevin Marchand were joined on the Seabulk bargaining committee by Captain **Chuck Taylor**, Chief Engineer **Kenneth Beach**, Deckhand **Gus Leday** and Quartermaster **Chris**



The SIU's negotiating team for the Bisso contract included (seated) Engineer Delegate Robert Jordan, (standing, from left) Deckhand Delegate David Abney, SIU New Orleans Safety Director Chris Westbrook and SIU New Orleans Port Agent Steve Judd.



Bisso boatmen unanimously approved their new five-year contract. Among those happy with the pact are (from left) Deckhand Michael Tomlin, Engineer Christopher Lambert, Engineer Delegate Robert Jordan, Deckhand Delegate David Abney, Engineer Frank Arnona and Deckhand Eric Burette.

Union Secures Substantial Settlement for CIVMARS in Health & Safety Grievance

After many months of investigation and advocacy, the SIU has secured a substantial settlement award for employees who sailed aboard the *USNS Kilauea* during parts of the year 2003. Approximately 86 mariners, including those not covered by union contracts, will be eligible for this settlement payment.

The problem arose after the *Kilauea* left Port Haddock, Wash. en route to Guam. Mariners noted a problem with the water quality, color and odor aboard the vessel. Some crew members also experienced a stinging and burning sensation on their skin, lips and throat when they came into contact with the water.

The crew notified SIU Government Services Division Representative Chester Wheeler and a grievance was filed. A detailed investigation into the cause of the problem took place with Naval Environmental Medicine as well as Industrial Hygiene Department personnel visiting the vessel. Air and water samples were taken. While the investigation continued, the union advocated for the delivery of bottled water to the vessel and other modifications to ensure the ship was as safe as possible. The crew and contractors worked on the tanks as the ship continued sailing to various Pacific ports.

Wheeler closely followed the situation for months. To settle the grievance, the union requested monetary compensation and medical monitoring specifically targeted to this exposure for each mariner. MSC, however, would not agree to the amount requested by the SIU. The union filed for arbitration, and the parties were in the process of selecting an arbitrator when MSC representatives agreed to the union's demand of \$10 per day for the period between March 6, 2003 and June 22, 2003. SIU Government Services Division members who believe they are eligible for this settlement payment but haven't received it are asked to contact the union.

While MSC maintains that there were no exposures to unhealthy substances, the SIU is encouraging all mariners who were exposed to this unpotable water to mention the situation at their next MSC physical examination. Direct the medical examiner to note this exposure on your medical records and get a copy of your record. You should have the medical examiner order blood screens that may detect any problems which may be developing. You should also have the same thing done at your private physician's office when you go for your next examination.

Thibodeaux.

"Everything's cool," Taylor said when asked for his thoughts on the contract. "Everything went okay—Dean and Jimbo and Kevin did a darn good job. The medical benefits are really valuable."

The Moran negotiating committee consisted of Corgey, McGee, Marchand, Capt. **Clint Campbell**, Chief Engineer **Jimmy Broussard**, Quartermaster **Andy Ashworth** and AB **Paul Paszkiewicz**.

"What we ended up with is very good," Campbell said. "We got wage increases and kept our medical benefits. I think everything looked good."

The Moran contract has one unresolved issue that is scheduled for arbitration, as agreed to by the union and the company.

The Bisso bargaining committee included Corgey, SIU New Orleans Port Agent Steve Judd, Safety Director Chris Westbrook, Engineer Delegate **Robert Jordan** and Deckhand Delegate **David Abney**.

Judd pointed out that this was the first time the company "communicated directly with the union reps and members without using attorneys. Negotiations were hard-fought, but they had a better tone this time. They were constructive and respectful with good, direct



Serving on the Seabulk negotiating team were (from left, kneeling) Captain Chuck Taylor, Deckhand Gus Leday, (standing) SIU Representative Kevin Marchand, Chief Engineer Kenneth Beach, SIU VP Gulf Coast Dean Corgey, Quartermaster Chris Thibodeaux and SIU Assistant VP Jim McGee.

communication between the negotiating teams."

Jordan agreed, characterizing the negotiations as "much better than last time. The cooperation, the good faith of sitting down without the lawyers—I liked it. Dean and those guys can negotiate with the best, so I wasn't worried about that, but it was all very smooth."

Commenting about the contract itself, Jordan added, "We got some money out of it and the most important part was we continue to have our (health) insurance. That's one of the big things the guys wanted."

Altogether, more than 150 SIU boatmen are covered by the new agreements—approximately 75 at Bisso, more than 50 at Seabulk and more than 30 at Moran.

Moran boatmen and SIU officials quickly pose for a group photo after discussing key elements of the new five-year contract.



ARC Clinical Director Bill Eckles Retires

The longtime clinical director of the Addictions Rehabilitation Center (ARC) in Piney Point, Md. is retiring, but Bill Eckles plans to remain a familiar and readily available face both at the facility and at its affiliated Paul Hall Center for Maritime Training and Education.

"It's a lot to walk away from, but I'm part of the family," said Eckles, 61. "Between going to sea and working down here, you're talking about almost 40 years of my life. I'll come down for the (membership) meetings, and the door will always be open."

Eckles joined the SIU in 1965 in his native Philadelphia. He completed the bosun recertification program and later earned a second mate's license before coming ashore in 1985 as a counselor at the ARC. Three years later he became the clinical director.

Eckles said his decision to retire proved difficult, but he looks forward to spending time with his family, including both parents and five grandchildren. He lives in Silver Spring, Md.

"His job wasn't the easiest in the world, but he saved many,

many lives," stated Don Nolan, vice president of the Paul Hall Center. "He certainly was a dedicated employee, and he cares about other people. He was the hands-on, day-to-day person who ran the ARC and he was there every single day."

Coworkers also praised Eckles as committed and effective.

John Gallagher, director of the ARC, noted, "For the past 18 years, Bill has been both advocate and representative of the alcohol and drug recovery movement within the maritime industry. As clinical director of the Seafarers Addictions Rehabilitation Center, his professional contribution and personal involvement in the treatment of every patient has been instrumental in assisting their recovery process."

"Concern, caring and commitment to his seafaring brothers and sisters are the primary components of Bill's legacy to the ARC," Gallagher added.

Counselor Frank Torres described Eckles as "undeniably the heart and soul of the ARC. His wisdom and knowledge will be sorely missed."



Celebrating his well-earned retirement with Bill Eckles (second from left) are his daughter, Erin, Paul Hall Center VP Don Nolan and Eckles' wife, Elda.

Counselor Jerry Foley expressed pride in a 27-year friendship with Eckles. "At times over the years when I felt like giving up, he always had faith in me. For that, I have to say I love the big guy! God bless him and God bless the SIU."

Kerrie Thompson, ARC secretary, said Eckles "had an impact on everyone who came through this facility, and I personally have learned a lot from him. We're all glad that we aren't saying goodbye to Bill, but instead, see you later." House Manager Joe Zook stat-

ed, "Bill Eckles has always been the biggest inspiration in my life and recovery and also the best friend I have in the industry. I'll be forever in his debt for all that he has done for me. May God keep him in His hands."

Eckles said he got started as a counselor because he had gone through the ARC when it opened (in 1975) and he "had a desire to put something back into it."

He has been a leading advocate of relapse prevention—his presentation at the 1992 International Transport Workers' Federation convention helped convince maritime unions worldwide about its importance.

Eckles said the most rewarding part of his work at the ARC was "working with the guys, the members who needed help."

In a 1992 article commemorating the Paul Hall Center's 25th anniversary, Eckles wrote, "I wouldn't have worked in this field if it wasn't with merchant mariners. I wasn't looking for another profession, but going through the ARC program had turned my life around, and I felt I could contribute."

SIU Bosun Named 'Outstanding Mariner'

SIU-contracted American Steamship Company (ASC) announced June 25 that Seafarer **Charles B. Neigebauer** has been named recipient of ASC's 2004 Outstanding Mariner Award. Neigebauer is a bosun on the *M/V St. Clair*.

SIU Vice President Great Lakes Tom Orzechowski described Neigebauer as "a longtime member who takes great pride in his work. Charlie also instills a strong work ethic into younger mariners. He's very deserving of this recognition."

"ASC presents the Outstanding Mariner Award annually to an employee, nominated by his or her peers, whose performance exemplifies the spirit of dedication, commitment to

excellence and results-oriented drive that are the foundation of the American Steamship Company," the company said in a news release.

Jerome K. Welsch, president and CEO of ASC, said, "Through the Outstanding Mariner program, ASC recognizes shipboard and office personnel who have distinguished themselves through meritorious service. Charles' 24 years of service to ASC are deeply appreciated and I am pleased to present him with this recognition from his company and his peers."

In nominating Neigebauer, 62, his shipmates noted that he "is always willing and able to work with all crew members. He is a

leader with a positive attitude, and his focus on the safety and wellbeing of the crew and vessel is evident at all times."

Neigebauer has sailed with ASC since 1980 and aboard the *St. Clair* since 1986. His wife, **Sondra**, also is an SIU member.

Charles Neigebauer began sailing in 1969, first working as a deckhand.

"I would have to say that I like working out on the deck the most," he noted. "The work is hard but the rewards are great. When you finish a job—from cargo handling to routine maintenance—and think back on how well everyone worked, it makes you feel proud."



Bosun Charles Neigebauer found a home in the deck department in 1969 and has sailed ever since.

Transportation Dept. Backs Bill Compensating WWII Mariners

The U.S. Department of Transportation (DOT) formally has endorsed the enactment of the Belated Thank You to the Merchant Mariners of World War II Act of 2004.

DOT's position on the bill, H.R. 3729—"To amend title 46, United States Code, to provide a monthly monetary benefit to certain individuals who served in the United States merchant marine (including the Army Transport Service and the Naval Transport Service) during World War II"—recently was outlined in official correspondence to U.S. Representative Christopher Smith (R-N.J.), chairman of the House Committee on Veterans' Affairs. In part, the correspondence read as follows:

"H.R. 3729 would provide a \$1,000 monthly monetary veterans' benefit to certain members of the United States Merchant Marine who served in World War II. This benefit would also be available to a deceased Merchant

Mariner's surviving spouse or disabled child. Merchant Mariners seeking the monthly benefit would be required to apply to the Secretary of Transportation for a certificate of honorable service, to be determined by applying the same standards used to grant an honorable military discharge.

"The Department supports H.R. 3729, which provides Merchant Mariners with long-overdue recognition of their service during World War II. Carrying the troops and supplies integral to the war effort, Merchant Mariners faced the enemy alongside members of the Army, Navy, and Marine Corps, putting their lives at risk for the freedom of a nation. Their sacrifice was great indeed, as the U.S. Merchant Marine suffered a higher casualty rate than any branch of the armed forces in World War II except the Marine Corps: almost 1 in 30 Mariners lost their lives.

"Despite their extraordinary contributions during the war,

Merchant Mariners were not included in the Servicemen's Readjustment Act of 1944, the first G.I. Bill which granted benefits to World War II veterans. This Act provided unemployment pay, loan guarantees, tuition assistance and other benefits to members of the armed forces to help them transition into civilian life. Lacking the benefits conferred on their military counterparts, some Merchant Mariners were faced with severe economic and social disadvantages in the aftermath of the war. It was not until 1988 that members of the U.S. Merchant Marine were granted veterans status, more than forty years after many of them had risked their lives in service to their country during World War II.

"The Department of Transportation believes that the economic benefit contained in H.R. 3729 is an appropriate means through which to address the discrepancy in the treatment of

World War II Merchant Mariners that has existed for decades. We believe this benefit, to be conferred at a time when those eligible for it average over 80 years in age, is modest when compared to the years of assistance provided to other World War II veterans. In fact, it is impossible to quantify the economic compensation that other veterans received as a result of benefits such as access to higher education, and the increased earnings associated with it. Additionally, due to the advanced age of merchant mariners (or their surviving spouses) we believe that the economic impact on the Federal government will be small.

"At the dedication of the National World War II Memorial on May 29, 2004, President Bush recognized Merchant Mariners as integral members of America's fighting forces, noting "In all, more than 16 million Americans would put on the uniform of the soldier, the sailor, the airman, the Marine, the Coast Guardsman or the Merchant Mariner." The Department encourages enactment of this bill."

Copies of the foregoing correspondence also were transmitted

to U.S. Rep. Lane Evans (D-Ill.), ranking member of the House Committee on Veterans' Affairs; U.S. Rep. Bill Thomas (R-Calif.), chairman, House Committee on Ways and Means; and U.S. Rep. Charles Rangel (D-N.Y.), ranking member, House Committee on Ways and Means.

As was reported earlier in the *Seafarers LOG*, the American Merchant Marine Veterans, which includes thousands of retired Seafarers, also is urging passage of H.R. 3729. The legislation on Jan. 27 was introduced in the House by U.S. Rep. Bob Filner (D-Calif.).

During his presentation on the House floor, Congressman Filner observed, "While it is impossible to make up for over 40 years of unpaid benefits, I propose a bill that will acknowledge the service of the veterans of the U.S. Merchant Marine and offer compensation for years and years of lost benefits..."

The bill on April 13 was referred to the House Subcommittee on Benefits. As of press time for the *LOG*, the legislation had 84 co-sponsors.

U.S. Health Care Costs Continue Upward Spiral

Seafarers, Dependents Can Help Union Reduce Fees to Plan and Participants

The high cost of health care in America continues to be a major concern for U.S. workers and their families.

Retaining affordable, quality health care is a top priority for workers in a wide range of industries as they head to the bargaining table. This was never more evident than in the five-month strike by Southern California grocery workers—the longest grocery strike and lockout in U.S. history—that ended earlier this year. The dispute began in October 2003 when UFCW members refused to give in to demands to slash their health care benefits. Following 20 weeks without paychecks, the union workers finally won their fight to protect affordable health care as well as their pensions and job security.

They were, perhaps, the lucky ones. In today's weakened economy, many firms are successful in passing on high health care costs to their employees. Some workers are paying more for their insurance, while others are paying an increasing percentage of the premiums or seeing increases in deductibles and co-payments.

The sad fact is that the United States spends more on health care than any other country in the world, yet nearly 44 million Americans lack medical coverage. Low-income families with at least one full-time worker are only half as likely to have job-based coverage as higher-income working families. And nearly 54 percent of workers in small business have no health coverage at all. Children and spouses are typically the first victims of decreases in health coverage.

Minimizing prescription costs is one component of affordable health care. The Seafarers Health and

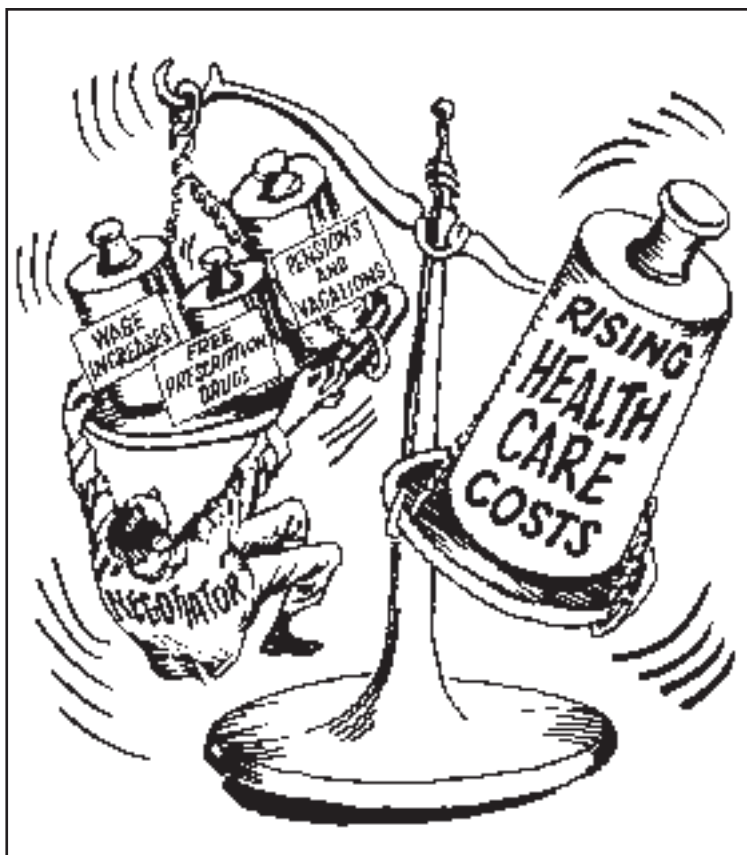
Benefits Plan's agreement with Prescription Solutions, which took effect Jan. 1, 2004, is one way the union is trying to reduce the cost of prescribed drugs. With more than 55,000 participating pharmacies in their network, Prescription Solutions is proving to

be a popular benefit for Seafarers and is resulting in a savings both to the Plan and to the participants.

In addition to the work the Plan officials are undertaking, there are ways that individual members can help reduce the costs of their medical care. Staying fit, eating nutritious food and wearing seat belts are some of the obvious ones. Other suggestions include asking your doctor to prescribe (or your pharmacists to fill) a generic version, whenever possible, of a prescribed drug. In some cases, the difference in price is significant.

When Seafarers receive a bill from a health care provider, they should look it over carefully to see if it includes charges for services not received or services billed twice. If it does, the doctor or hospital should be contacted to have the mistake corrected. Once a correction has been made, the Seafarer should contact the Health and Benefits Plan office. After verifying the correction, the Plan will pay the Seafarer a bonus that is equal to 25 percent of the amount he or she saved the Plan—up to a maximum of \$500.

Of particular importance, especially during this election year, is to keep informed of national and local health care issues. In several states, union activists are fighting for legislation to bring health care coverage to low- and moderate-income workers and their families.



Seen in San Francisco . . .



Crew members aboard the IUM vessel *Great Land* pose for a group shot.



It was all smiles for these members of the *ITB Baltimore's* crew. From the left are ABs Oscar Lacayo, Thomas Roberts and Sajid Ali.

Happy to be in the port of San Francisco aboard the *Cape Orlando* are (from left) Bosun Barry Patin, Capt. Pete Grealy and AB William "Buzz" Brown. The *Cape Orlando* is an American Overseas Marine vessel that sails on the West Coast.



Galley gang members aboard the *Cape Girardeau*, an American Ship Management vessel, include Chief Steward Donna Moore (left) and Chief Cook Brian Cushing.

Below (top photo): SIU Assistant VP Nick Celona (right) greets Mike Mason, maritime security instructor, who went to the San Francisco hall (as well as other SIU halls across the country) to instruct SIU members about shipboard security. At the conclusion of Mason's presentations, students were awarded certificates of completion. In the bottom photo, Douglas Sweet asks Mason a specific safety question.



Left: Following a 90-day trip to Iraq and the Middle East, crew members aboard the *Cape Orlando* returned to the port of San Francisco and were awarded Merchant Marine Expeditionary Medals and certificates of appreciation from the Maritime Administration.



Right (top photo): SIU Assistant VP Nick Celona (left) presents SS *Jeremiah O'Brien* Capt. Patrick Moloney with a contribution from the union for shipyard repair work for the old Liberty ship.

At right: During Maritime Day ceremonies aboard the *Jeremiah O'Brien*, a wreath was presented in memory of the late SIU VP West Coast George McCartney, who died in March. Captain Moloney poses with McCartney's wife, Helga (right) and daughter, Heidi.





When the *Cape Knox* arrived in New Orleans from operations in the Middle East, crew members were welcomed home and presented by the Maritime Administration with Merchant Marine Expeditionary Medals and certificates for their service aboard the U.S.-flag ship in support of operations involving American and allied military forces.



OS Ismael Manley and OS Erigardo "Junior" Guity appear as small specks as they work aloft on the *Overseas Philadelphia*. The photo was taken aboard the tanker by Bosun Tim Olvany.

... And Across the U.S.



Left: AB Tom Gavagan (left) and Bosun Chad Cunningham catch a blue marlin from aboard the *Tallahassee Bay* (Keystone Shipping Service). It weighed approximately 300 pounds. This snapshot was taken of the trio fairly quickly, since the fish was released, unharmed, back to its home in the sea.



Above: Seated around the table on the *Dodge Island* (Great Lakes Dredge & Dock) are (from left) AB Larry Parker, AB/Dragtender Tommy Davis, 3rd Engineer Brett Sollee, 3rd Engineer Armando Evangelista and Cook Mario Fernandez.



A picture of the *USNS Watson* was presented to Mobile SIU Port Agent Ed Kelly by Herman "Dusty" Rhodes. Rhodes, who is the chief electrician aboard the Maersk Lines, Ltd. vessel, also made the ornate frame. The picture will hang prominently in the Mobile hall.



Gathering in the galley of the SIU-contracted *El Toro* are (from left) SA Toni Grant, Chief Cook Theodore Quammie, UA Richard McKain, Cadet Tim Boorman, UA Shantay Joquin and Steward/Baker Michael Amador. The *El Toro* makes runs from the port of Jacksonville, Fla., to Puerto Rico.



AB Jay Thomas (left) and DEU Cecil Edwards pose for a quick photo on board the *El Toro* after helping tie up the vessel in the port of Jacksonville.



Bob Grubbs is the bosun on the *El Toro*. In the photo above, he is operating the ship's crane to unload cargo.

U.S.-Flag Deep Sea Cruise Ship



Snapshot Of SIU-C

The Seafarers' Union of America (SIU) was christened July 1, 2004, marking the rebirth of the U.S. article covering these pages are



U.S. Maritime Administrator
Capt. William Schubert



U.S. Senator
Daniel K. Inouye (D-Hawaii)



Star Cruises Chairman
Tan Sri KT Lim



Hawaii Governor
Linda Lingle



U.S. Representative
Neil Abercrombie (D-Hawaii)



NCL America President and
CEO Colin Veitch



SIU President
Michael Sacco



The 853-foot *Pride of Hawaii* is the largest U.S.-flag cruise ship in the world, carrying 2,500 personnel and can carry 2,500 passengers.



Sen At H

The SIU honored Senator Dan Inouye last month during a ceremony at the new safety training center. SIU President Michael Sacco is an ardent backer of the legislation. Inouye is an avid supporter of the union, calling him for his unwavering support. "Senator Dan Inouye is the father of an entire body of legislation," Sacco said in his introduction.



The Reverend David... ing and safety train

Industry Is

ts from Christening crewed *Pride of Aloha*

-crewed *Pride of Aloha* was
y 4 in Honolulu, marking the
S.-flag cruise ship industry. An
g the event is on page 3. On
e photos from the day.



Pride of Aloha reflagged U.S. in June. It employs nearly 800 shipboard
arry 2,000 passengers.



SIU officials and crew members were a big part of the christening
ceremonies. Pictured directly above with two Seafarers are SIU
President Michael Sacco (second from right), Secretary-Treasurer
David Heindel (far right), VP West Coast Nick Marrone (left) and
Paul Hall Center VP Don Nolan (third from left).



ator Inouye Honored Hawaii School Blessing

U.S. Senator Daniel K. Inouye (D-Hawaii) last
emony at the union's affiliated fire fighting and
er in Honolulu, which opened last year.

Michael Sacco presented the senator—a longtime,
U.S. Merchant Marine—with a porthole thank-
giving support.

Inouye's record of service to our country is wor-
ok, so there's no way to do it justice in a brief
e remarked at the July 2 event. "But I want

everyone here today to know that without Senator Inouye, this
school would not have been possible. He is the driving force behind
the school's success. He is committed to American seafarers. He is
ensuring that people have opportunities for proper training and
good careers aboard American-flag ships. In short, he's doing
what's right for the people of Hawaii and for other citizens from
around the country who want to answer the call of the sea."

The SIU president described Inouye as "an exceptional friend to
the American mariner, standing together with us on laws like the



id Kaupu blesses the union's affiliated fire fight-
ing school last month in Honolulu.



SIU President Michael Sacco (left) presented U.S. Senator Daniel
K. Inouye with a porthole inscribed with a message conveying the
union's thanks for the senator's powerful support of the U.S.
Merchant Marine.



U.S. Senator Daniel K. Inouye (second from left) congratulates
Seafarer Michael Zagala on completing STCW Basic Safety
Training in Honolulu. Also taking part in the presentation are (from
left) SIU President Michael Sacco, NCL Senior VP Robert
Kritzman and Joe Curtis, an instructor at the school.

Jones Act, the Maritime Security Program and many other impor-
tant issues."

Inouye later send a letter to Sacco describing the establishment of
the Honolulu school as "a true partnership that has resulted in a
win-win for Hawaii, as residents are trained and certified as
mariners.... I thank you for your support and friendship."

He also wrote that the "launching of the *Pride of Aloha* is indeed
a victory and a reason for celebration.... To walk through the beau-
tiful ship, to see the lines of people checking in all so very excited
about their cruise, and most important, to watch the hundreds of
employees—of seafarers marching proudly through the audience
full of optimism about their future makes it all worthwhile."

Coast Guard Regional Examination Centers

800 E. Diamond Blvd., Suite 3-227
Anchorage, AK 99515
Phone: (907) 271-6736

2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2458

6767 N. Basin Avenue
Portland, OR 97217-3992
Phone: (503) 240-9346

40 South Gay Street
Baltimore, MD 21202-4022
Phone: (410) 962-5132

1001 S. Seaside Avenue, Bldg. 20
San Pedro, CA 90731-0208
Phone: (310) 732-2080

915 Second Ave., Room 194
Seattle, WA 98174-1067
Phone: (206) 217-6115

455 Commercial Street
Boston, MA 02109-1045
Phone: (617) 223-3040

200 Jefferson Ave., Suite 1302
Memphis, TN 38103
Phone: (901) 544-3297

Oakland Federal Bldg., North Tower
1301 Clay Street, Room 180N
Oakland, CA 94612-5200
Phone: (510) 637-1124
Fax: (510) 637-1126
E-mail: recsfbay@d11.uscg.mil

196 Tradd Street
Charleston, SC 29401-1899
Phone: (843) 720-3250

Claude Pepper Federal Building
51 S.W. 1st Ave., 6th Floor
Miami, FL 33130-1608
Phone: (305) 536-6548/6874

433 Ala Moana Blvd.
Honolulu, HI 96813-4909
Phone: (808) 522-8264

9820 Lake Forest Blvd., Suite P
New Orleans, LA 70127-3077
Phone: (504) 240-7300


1222 Spruce Street, Suite 8.104E
St. Louis, MO 63103-2835
Phone: (314) 539-3091

8876 Gulf Freeway, Suite 200
Houston, TX 77017-6595
Phone: (713) 948-3350

Battery Park Building
1 South Street
New York, NY 10004-1466
Phone: (212) 668-7492

420 Madison Ave., Suite 700
Toledo, OH 43604
Phone: (419) 418-6010

ATTENTION ALL SEAFARERS
Check your Z-Card!



YOUR JOB MAY BE AT STAKE

**Don't let
your
documents
expire!**

**Allow plenty
of time for
renewal.**

NOTICE FROM SEAFARERS HEALTH AND BENEFITS PLAN

In March 2004, the Trustees of the Plan decided that the Plan would not cover the costs of weight loss surgery, which is often referred to as "bariatric surgery," "gastric stapling" or "gastric bypass." This decision was made because of the many risks

associated with these procedures, and the complications that frequently result from such surgeries. In the past, the Seafarers Health and Benefits Plan would only pay for such surgery in rare occasions, in extremely limited circumstances.

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

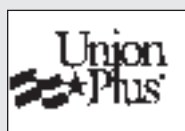
In order for your spouse to be eligible to receive continuation coverage (under COBRA) from the Seafarers Health and Benefits Plan, you or your spouse must inform the Plan at the time of your divorce. Please submit a copy of the divorce decree to the Seafarers Health and Benefits Plan.

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

'Union Plus' Offers Consumer Benefits



Union Plus gives Seafarers and their families access to a number of cost-saving benefits programs.

Union Plus (formerly Union Privilege) is a non-profit entity created in 1986 by the AFL-CIO to provide union members and their families with valuable consumer benefits. Basically, the organization secures good rates for union members who are enrolled in the various programs, based on the potential collective purchasing power of all members of participating unions. In short, it's a case of strength in numbers.

The following is a list of Union Plus programs in which the SIU participates. For more information about a particular program, call the appropriate Union Plus telephone number or visit www.unionplus.org

Credit Card

This union-endorsed credit card may save you money. Features of the card include a competitive rate, no annual fees and a unique, valuable member advocacy program. Apply online at www.unionpluscard.com or call 1-800-522-4000.

Secured Credit Card

This is a special credit card that is designed to help you establish or reestablish your credit. Features include no application fees, a credit line equal to 100 percent of deposit and a 25-day grace period. Call 1-800-622-2580.

Mortgage and Real Estate

Buying, selling or refinancing a home can be made easier and more affordable through this offering. Program features include strike, layoff and disability assistance and an easy over-the-phone application process. The program also is open to your parents and children. Call 1-800-848-6466.

Life Insurance

Members may purchase term insurance at low group rates and premium waver during layoffs. Call 1-800-899-2782.

Health Savings

This program makes it possible for members to reduce their out-of-pocket expenses on a variety of health care services such as prescriptions, vision care and more. Participants receive quarterly savings statements. Call 1-800-228-3523 for more details.

Auto Insurance Program

Under this program, low rates and many discounts are available for members who have good driving records and safety devices installed on their vehicles. Customer service is available 24 hours a day. For comparison quotes, go to www.unionplus.org or call 1-800-294-9496 to apply.

Education Services

Information about loans, scholarships, how to select a school, prepare for college entry tests, and much more is provided in this program. Visit www.unionplus.org or call 1-877-881-1022.

National Labor College Scholarship

This offering is designed especially for working adults who want to pursue a bachelor of arts degree while continuing their trade union work. For more details, call 1-301-431-5404.

Loan Program

Competitive-rate personal and home equity loans are available under this program. It can be ideal for debt consolidation. Apply online at www.unionplusloan.com or call 1-888-235-2759.

Accidental Death Insurance

Members can receive \$10,000 worth of workplace

accidental death insurance at no cost. They also may purchase "all-cause" accidental death coverage up to \$200,000. Call 1-800-899-2782 or enroll online at www.unionplus.org.

Family Savers Hotel Royal Plaza

Special leisure rates are available at the Hotel Royal Plaza in the Walt Disney World Resort. Call 1-800-248-7890.

Car Rentals

Union members can receive discounted rates on rentals. To find out more, visit www.unionplus.org; call Avis at 1-800-6985685, ID# B723700 or Budget at 1-800-455-2848, ID# V816100.

Union-Made Checks

Union-printed checks and return address labels that feature your union logo are offered under this program. Call 1-888-864-6625.

Flower Service

As an SIU member, you can save 15 percent when you send floral arrangements, wreaths or gift baskets. Visit www.unionplus.org or call 1-888-667-7779 to place an order.

North American Van Lines

Members can realize savings on interstate moves. Call 1-800-524-5533.

Your Credit Score

For \$11, you can get your credit score, credit report, and suggestions for improving your score. Visit www.unionplus.org.

Vacation Tours

Discount travel packages are available to worldwide destinations. This program is open to union members, retirees and their families. Call 1-800-590-1104 for more information.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2004

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	1	2	0	0	1	0	1	2	2	2
Anchorage	0	6	1	0	1	0	0	0	5	1
Baltimore	14	4	2	4	5	3	1	14	5	2
Guam	5	5	0	4	3	0	2	3	6	2
Honolulu	10	7	3	7	4	1	4	13	12	7
Houston	28	24	16	16	8	10	10	50	31	35
Jacksonville	38	37	15	28	13	8	22	70	60	31
Joliet	0	1	2	0	1	1	0	0	0	2
Mobile	10	13	3	12	10	3	8	23	16	8
New Orleans	16	15	10	13	12	8	15	26	18	19
New York	23	17	18	14	8	6	3	47	30	31
Norfolk	10	20	5	10	9	2	4	19	30	13
Philadelphia	3	2	0	5	2	0	2	7	5	2
Piney Point	1	2	2	0	16	1	3	2	17	4
Puerto Rico	9	9	1	4	4	1	6	15	13	1
San Francisco	18	8	3	12	8	5	15	43	12	10
St. Louis	1	4	2	0	4	0	3	2	5	4
Tacoma	27	25	13	18	19	11	14	58	39	26
Wilmington	20	22	10	15	18	6	11	39	38	24
Totals	234	223	106	162	146	66	124	433	344	224
ENGINE DEPARTMENT										
Algonac	0	2	0	0	1	0	0	0	2	2
Baltimore	4	7	0	1	4	0	0	7	8	0
Guam	1	2	1	1	3	1	2	1	1	0
Honolulu	7	4	1	6	5	0	4	12	3	1
Houston	11	7	5	4	5	1	3	20	13	15
Jacksonville	21	25	3	12	12	4	9	36	45	11
Joliet	0	1	0	0	0	0	0	0	1	0
Mobile	9	4	0	2	2	3	2	17	10	1
New Orleans	9	8	3	12	4	1	4	10	19	7
New York	9	10	5	8	6	1	5	16	15	13
Norfolk	7	16	1	3	9	1	3	13	21	5
Philadelphia	1	6	0	1	3	0	0	5	5	1
Piney Point	2	1	0	2	0	0	0	2	2	0
Puerto Rico	4	0	0	4	2	1	3	4	2	0
San Francisco	12	6	2	11	6	1	10	16	9	2
St. Louis	0	2	2	3	2	1	0	0	1	2
Tacoma	12	20	4	6	11	2	10	22	27	6
Wilmington	9	11	10	7	10	6	7	12	13	10
Totals	118	132	37	83	85	23	62	193	197	76
STEWARD DEPARTMENT										
Algonac	1	0	1	1	0	0	0	0	2	2
Baltimore	4	1	0	1	1	0	0	6	0	0
Guam	0	2	0	1	3	0	0	0	1	0
Honolulu	14	6	1	6	1	0	3	21	11	1
Houston	14	3	3	11	3	1	6	24	6	4
Jacksonville	11	11	8	16	7	3	14	22	19	13
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	5	0	1	3	0	2	10	8	1
New Orleans	7	2	1	5	2	1	4	13	9	1
New York	20	7	4	5	4	3	6	37	12	4
Norfolk	6	5	5	4	4	3	2	13	12	7
Philadelphia	3	1	1	2	0	0	1	5	2	1
Piney Point	3	0	2	2	3	0	0	6	2	2
Puerto Rico	2	2	0	0	1	0	0	6	2	0
San Francisco	20	8	1	10	3	0	5	40	11	3
St. Louis	2	2	0	2	0	0	1	1	2	0
Tacoma	11	6	2	11	3	0	10	27	8	8
Wilmington	16	5	6	9	4	3	4	33	12	9
Totals	136	66	35	87	42	14	58	264	119	56
ENTRY DEPARTMENT										
Algonac	0	1	0	0	0	0	0	0	3	3
Anchorage	0	2	2	0	1	0	0	0	1	2
Baltimore	0	3	3	0	1	2	0	0	3	5
Guam	0	1	2	0	1	2	0	0	4	2
Honolulu	8	9	8	5	8	3	0	7	21	14
Houston	1	12	20	4	5	10	0	5	24	40
Jacksonville	2	18	22	4	9	7	0	5	36	38
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	0	2	2	1	3	1	0	0	5	3
New Orleans	3	5	12	2	1	2	0	3	11	20
New York	7	23	32	7	13	6	0	7	49	72
Norfolk	0	7	14	0	6	6	0	0	14	19
Philadelphia	0	0	1	0	0	0	0	0	2	2
Piney Point	0	2	28	0	9	5	0	0	15	54
Puerto Rico	3	5	0	1	4	1	0	3	7	0
San Francisco	2	17	5	5	7	6	0	7	27	10
St. Louis	0	0	3	0	2	1	0	0	1	3
Tacoma	6	14	18	1	14	8	0	15	29	44
Wilmington	1	10	12	0	5	2	0	5	14	35
Totals	33	131	184	30	89	62	0	57	267	366
Totals All Departments	521	552	362	362	362	165	244	947	927	722

*"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.

September & October 2004 Membership Meetings

Piney Point	Tuesday: September 7*
	Monday: October 4
	*(change created by Labor Day holiday)
Algonac	Friday: September 10, October 8
Baltimore	Thursday: September 9, October 7
Boston	Friday: September 10, October 8
Duluth	Wednesday: September 15, October 13
Guam	Thursday: September 23, October 21
Honolulu	Friday: September 17, October 15
Houston	Monday: September 13, October 11
Jacksonville	Thursday: September 9, October 7
Joliet	Thursday: September 16, October 14
Mobile	Wednesday: September 15, October 13
New Orleans	Tuesday: September 14, October 12
New York	Tuesday: September 7, October 5
Norfolk	Thursday: September 9, October 7
Philadelphia	Wednesday: September 8, October 6
Port Everglades	Thursday: September 16, October 14
San Francisco	Thursday: September 16, October 14
San Juan	Thursday: September 9, October 7
St. Louis	Friday: September 17, October 15
Tacoma	Friday: September 24, October 22
Wilmington	Monday: September 20, October 18

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

Personals

JERRY TACKETT & JOHN J. JONES

Robert E. Allen, an old shipmate, is trying to get in touch with you. Please call him at (757) 851-6190.

CLYDE E. JONES

Please contact Anthony Allen at (228) 435-4740.

JAMES MATTHEW PERRODIN

Your nephew, Russell Zaunbrecher, would like to hear from you. Please call him at (337) 788-1610, or write him at 206 W. Northern, Crowley, LA 70526.

LYN O. SEARS

Please contact your brothers, Jack and Victor.

HENRY SIMMONS

Please get in touch with an old friend, Mary Ross, at 353 W. 23rd Street, Jacksonville, FL 32206.

Remembering Paul Hall

August 20, 1914 - June 22, 1980



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*

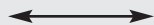
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermet Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JUNE 16 — JULY 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	1	0	0	0
Houston	7	0	6	13	0	5	4	30	5	31
Jacksonville	7	0	4	7	1	4	2	11	3	6
New Orleans	7	1	2	2	1	0	1	14	4	10
New York	18	1	2	19	0	2	7	33	3	0
Norfolk	5	0	0	1	0	0	0	7	0	0
Tacoma	0	0	3	0	0	3	1	1	0	0
Wilmington	3	3	7	7	3	7	2	18	7	0
Totals	47	5	24	49	5	21	18	114	22	47
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	3	0	0	0
Houston	2	0	5	4	1	1	1	14	5	22
Jacksonville	5	3	8	3	4	7	4	11	3	5
New Orleans	1	1	1	3	0	1	2	3	2	7
New York	4	1	2	7	0	2	4	10	3	0
Norfolk	1	0	1	1	0	1	1	2	0	0
Tacoma	0	1	1	0	2	1	0	4	0	0
Wilmington	7	3	2	9	2	2	4	15	3	0
Totals	20	9	20	27	9	15	19	59	16	34
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	2	2	1	4	1	1	1	8	4	20
Jacksonville	4	1	6	3	1	6	4	6	0	3
New Orleans	5	0	2	4	1	0	0	6	2	9
New York	7	4	1	6	6	1	1	13	15	0
Norfolk	1	0	4	1	0	3	2	1	0	1
Tacoma	1	0	0	1	0	0	0	2	2	0
Wilmington	3	4	9	5	3	8	1	9	6	1
Totals	23	11	23	24	12	19	9	45	29	34
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	1	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	2	0	0	0
Norfolk	0	0	0	0	0	0	1	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	5	0	0	0
Totals All Departments	90	25	67	100	26	55	51	218	67	115

PIC-FROM-THE-PAST

This photo was sent to the LOG by Pensioner **John M. Clarke** of Houston.

It is of the ship's committee on board the *Steel Architect*, taken at payoff in New York, probably in September 1969.

Clarke was the steward delegate on board the vessel. The others pictured are Lester Moore, engine delegate; Jake Longfellow, ship's secretary; Jimmy Toone, deck delegate; and Elmer Barnhill, ship's chairman.

Brother Clarke, 73, joined the Seafarers in 1953 in the port of New York following service in the U.S. Army from 1950 to 1952. He retired in 1994.



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

CLINTON ANDERSON, 64, joined the SIU in 1978 in the port of New York after serving in the U.S. Army. Brother Anderson's first voyage was aboard the *Westward Venture*. Born in Jamaica, he shipped in the engine department. Brother Anderson upgraded his skills on a number of occasions at the Paul Hall Center in Piney Point, Md. and last went to sea aboard the *Overseas Boston*. He makes his home in Seattle.

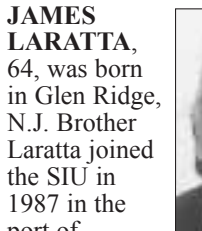


JOSEFINE BALANAY, 64, hails from the Philippines. Brother Balanay began his career with the SIU in 1989 in Honolulu. He shipped primarily aboard American Hawaii Cruises' *Independence* in the engine department and enhanced his skills on three occasions at the Seafarers-affiliated training school in Piney Point, Md. Brother Balanay is a resident of Honolulu.

WILLIAM CHRISTOPHER III, 59, started his career with the SIU in 1966 in the port of Mobile, Ala. after serving in the U.S. Army. Brother Christopher first went to sea aboard a Platte Transport vessel. He worked in the deck department and in 1996 enhanced his skills at the union's affiliated school in Piney Point, Md. Brother Christopher makes his home in LaPorte, Texas.



JIM HASSAN, 57, launched his seafaring career in 1977 in the port of New York. Brother Hassan, who was born in Egypt, first sailed on the *Charleston*. The deck department member was a frequent upgrader at the Paul Hall Center. In 1988 he completed his bosun recertification training there. Brother Hassan last sailed on the *Missouri*, a Maersk Lines vessel. He currently resides in Elmont, N.Y.



JAMES LARATTA, 64, was born in Glen Ridge, N.J. Brother Laratta joined the SIU in 1987 in the port of Norfolk, Va. and initially sailed aboard the *USNS Capella*. A U.S. Navy veteran, Brother Laratta shipped in the engine department. He enhanced his skills on a number of occasions at the Paul Hall Center. Brother Laratta currently lives in Merritt Island, Fla.



ABEL MACK, 64, joined the SIU in 1972 in the port of New York. Brother Mack's first voyage was on the *USNS Potomac*. In 1978 the deck department member upgraded his skills at the Seafarers-affiliated training school. Brother Mack now calls Chesapeake, Va. home.

OLE J. MORTENSEN, 64, began his seafaring career in 1967 in Piney Point, Md. His first voyage was aboard the *Kenmar*, a Calmar Steamship Co. vessel. Born in Denmark, he worked in the engine department. Brother Mortensen was a frequent upgrader at the union's affiliated school. He makes his home in Tacoma, Wash.

HUGH S. WOODS, 64, hails from Barbados. Brother Woods began his seafaring career in 1971 in the port of New York. His first ship was the *Steel Chemist*. He worked in the engine department and on two occasions enhanced his skills in Piney Point, Md. at the Paul Hall Center. Brother Woods most recently worked aboard Maersk Lines' *USNS Prevail*. He is a resident of Norfolk, Va.

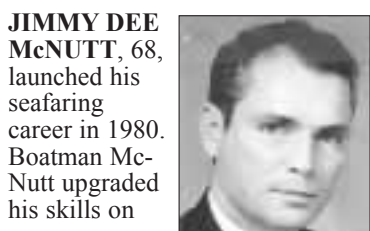
GREAT LAKES

YAHYA N. ALI, 64, launched his career with the SIU in 1968 in Detroit. Brother Ali shipped in the engine department and last worked on American Steamship's *Charles E. Wilson*. He was born in Arabia and currently lives in Yemen.



INLAND

CHARLES BAKER, 62, embarked on his seafaring career in 1972 in Piney Point, Md. after serving in the U.S. Navy. Boatman Baker first sailed aboard a Steuart Transportation Co. vessel. He worked in the engine department and upgraded his skills on two occasions at the union's affiliated school. Born in Pittsburgh, Pa., Boatman Baker calls Ocala, Fla. home.



JIMMY DEE McNUTT, 68, launched his seafaring career in 1980. Boatman McNutt upgraded his skills on numerous occasions at the Seafarers-affiliated training school. He worked in the deck department as a captain, primarily aboard Crowley Towing & Transportation vessels. Boatman McNutt was born in Alabama, and now makes his home in Gulfport, Miss.



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.



ALICE NACCARATO, 64, joined the SIU in 1984 in the port of Houston. Sister Naccarato was

born in Kentucky. She shipped as a member of the steward department, working primarily aboard Delta Queen Steamship vessels. Sister Naccarato currently resides in Princeton, Ky.

CHARLES PEAVY, 62, was born in Alabama. Boatman Peavy joined the SIU in 1965 in the port of



Mobile. He shipped in the deck department and worked primarily aboard vessels operated by Dravo Basic Materials Co. Boatman Peavy lives in his native state.

NILES PETERSON, 63, began his seafaring career in 1986. Born in Louisiana, Boatman Peterson is a U.S. Navy veteran. He worked in the deck department, primarily aboard Delta Queen Steamship vessels. Boatman Peterson makes his home in New Orleans.



PAUL TULLIS, 64, hails from Georgia. Boatman Tullis joined the SIU in 1977 in New Orleans. He first worked aboard a Crowley Towing & Transport vessel.

Boatman Tullis shipped in the deck department, most recently as a captain. He last sailed on the *Sugar Island*. Boatman Tullis lives in his native state.

WILLIAM M. WILLIFORD, 62, joined the SIU in 1972 in the port of Philadelphia after serving in the U.S. Army. Boatman Williford sailed in the deck department and was employed primarily aboard vessels operated by Maritrans. He enhanced his skills at the Paul Hall Center in 1981. Boatman Williford was born in Pittsburgh and now resides in Coatesville, Pa.



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

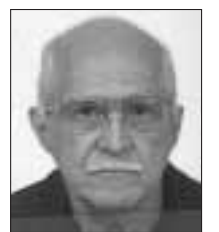


STEWART McDANIEL, 65, was born in Port Arthur, Texas. Brother McDaniel started his seafaring career with the NMU

in 1964. His first voyage was on the *Green Harbor*, where he worked in the engine department. Brother McDaniel last went to sea on the *Texaco Rhode Island*.

LINCOLN RICH, 66, joined the NMU in 1972 in Providence, R.I. Brother Rich was born in Honduras. The steward department member's last voyage was on the *Moore McCormack*.

DARIO RODRIGUEZ, 68, began his career with the NMU in 1964. Born in Isabela, P.R., his first voyage was on the *United States*.



Brother Rodriguez worked in the steward department, most recently aboard the *American Legion*.



JAMES SCHULTE, 71, was born in St. Louis. Brother Schulte began his NMU career in 1967 in the port of

Seattle, where his first vessel was the *Kings Point*. The deck department member last sailed on the *Fredericksburg*.

WILLIAM SEPULVEDA, 69, joined the NMU in 1963. Brother Sepulveda initially shipped from New Orleans aboard the *Cristobal* in the steward department. Born in Puerto Rico, his last voyage was on the *American Challenger*.

MANUEL SURILLO, 59, started sailing with the NMU in 1966 from the port of New York. Brother Surillo sailed in the steward department aboard the *Atlantic*. The Puerto Rico-born mariner last went to sea on the *American Legion*.



Reprinted from past issues of the Seafarers LOG.

1948

The Atlantic and Gulf District of the SIU smashed through with a precedent-making pattern for the maritime industry

August 6, when a two-year contract with the Mississippi Shipping Company for the highest wages ever set in the history of maritime was signed in New Orleans. The contract will run until September 30, 1950 and guarantees a

wage increase of \$12.50 across the board for every rating except bosun, for whom a \$25 raise was secured. The signing of the two-year contract was made doubly important by the securing of a clause which contained guarantees that the present manning scale on all Mississippi ships could not be reduced during the full life of the pact, unless both parties agreed to such reduction. Substantive gains were made in almost every area of Union concern, making this by far the most significant contract ever negotiated.

1968
As of August 31 of this year, the SIU's Welfare and Vacation plans have paid out a total in benefits of \$101,039,786.89. The SIU Welfare Plan was first launched in 1950 and, since that time, more than \$41,555,958.55 has been paid out for hos-

pital, death, disability, maternity, dependent, optical and out-patient benefits. In February 1952 the SIU Vacation Plan was inaugurated and it has since paid a total of \$59,483,828.34 in vacation benefits for SIU members.

The total value of welfare benefits is actually considerably higher, since the cost of scholarship payments, meal books, training facilities and medical examinations—for SIU members and their dependents—are not included in the above figures.

THIS MONTH IN SIU HISTORY

1982

The officers and SIU crew of the *USNS Southern Cross* were honored in Washington, D.C. recently by the American Institute of Merchant Shipping for their "humanitarian assistance to Vietnamese refugees adrift in the South China Sea during late September 1981."

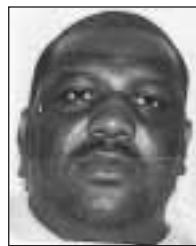
The *USNS Southern Cross*, part of the SIU Government Services Division fleet operated by the Military Sealift Command, Pacific, picked up 58 desperate "boat people" from a small 35-foot boat on July 15, 1981 while en route from Subic Bay, the Philippines, to Diego Garcia in the Indian Ocean.

At the time, their actions were lauded by the United Nations High Commissioner for Refugees in Singapore.... On the small boat were 18 men, 13 women and 27 children.

Final Departures

DEEP SEA

LONALE ANDREWS



Brother Lonale Andrews, 42, passed away May 21. He started his career with the SIU in 1987 in the port of Norfolk, Va. The Virginia-

born mariner first went to sea aboard the *USNS Prevail*. Brother Andrews worked in the deck department and last sailed on the *Sea-Land Developer*. He resided in his native state.

PERRY BOSARGE

Brother Perry Bosarge, 63, died April 1. He joined the SIU in 1990 in the port of Mobile, Ala. and sailed on the *Cape Florida*. Born in Alabama, the deck department member last shipped aboard the *Atlantic Forest*, a Waterman Steamship Corp. vessel. Brother Bosarge lived in Mobile.

PATRICIO CECILIO



Pensioner Patricio Cecilio, 88, died April 30. Brother Cecilio embarked on his career with the Marine Cooks and Stewards (MC&S) in San Francisco. Born in Culebra, P.R., he worked in the steward department. Brother Cecilio lived in Aguadilla, P.R. and started receiving his pension in 1973.

DOMENIC CITO



Pensioner Domenic Cito, 95, passed away May 7. Born in Lerici, Italy, Brother Cito began his career with the MC&S in San Francisco. The steward department member resided in Lynnwood, Wash. and began receiving stipends for his retirement in 1972.

PEDRO FIGUEROA



Pensioner Pedro Figueroa, 84, passed away April 11. Brother Figueroa was born in Puerto Rico and began his seafaring career in 1956.

His first ship was the *Beaugard*. Brother Figueroa worked in the engine department, last sailing aboard the *Nuevo San Juan*. He began receiving his pension in 1991.

THOMAS GAGNON



Brother Thomas Gagnon, 64, died April 27. Brother Gagnon started his career with the Seafarers in 1963 in the port of Norfolk, Va. after serving in the U.S. Marine Corps. Born in Fall River, Mass., he shipped in the deck department. Brother Gagnon's last voyage was on Ocean Ships' *Richard Matthiesen*. He lived in Talofoto, Guam.

SIDNEY GARNER

Pensioner Sidney Garner, 77, passed away Feb. 4. Brother Garner commenced his seafaring career in 1953



in the port of Norfolk, Va. after serving in the U.S. Navy. He was born in North Carolina and worked in the steward department. Brother Garner

last shipped aboard a Puerto Rico Marine Management vessel. The Baltimore resident went on pension in 1990.

STANLEY GONDZAR



Pensioner Stanley Gondzar, 82, passed away April 18. Born in Maryland, Brother Gondzar joined the SIU in 1943 in the port of

Norfolk, Va. The engine department member first went to sea aboard an A.H. Bull Steamship Co. vessel. He last shipped aboard the *Sea-Land Leader*. Brother Gondzar began receiving pension in 1986. He resided in Berlin, Md.

JUDITH HARRINGTON



Sister Judith Harrington, 53, died in April 2003. She launched her SIU career in 1991 in the port of Philadelphia. Her first ship was the *Lt.*

Calvin P Titus. Born in Merced, Calif., she worked in the deck department, most recently as a bosun. Sister Harrington last shipped aboard American Overseas Marine's *USNS Capella*. She made her home in St. George Island, Fla.

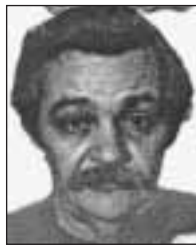
EDDIE JACKSON JR.



Pensioner Eddie Jackson Jr., 68, passed away April 19. Brother Jackson joined the SIU in 1957 in the port of New York after serving in the U.S.

Air Force. Born in Mobile, Ala., he worked in the steward department. Brother Jackson last sailed on the *Sea-Land Independence* and started receiving compensation for his retirement in 1991. He lived in Seattle.

WILLIAM JEMISON SR.



Pensioner William Jemison Sr., 66, died April 22. Brother Jemison launched his seafaring career in the port of Mobile, Ala. in

1960 after serving in the U.S. Navy. His first voyage was aboard the *Mermaid*. The Alabama-born mariner worked in the engine department, last sailing aboard Ocean Chemical Transport's *Chemical Trader*. He resided in his native state and began receiving stipends for his retirement in 1999.

WILLIAM JORDAN

Pensioner William Jordan, 84, passed away Sept. 18. Brother Jordan joined the SIU in 1959 in the port of New York. Born in Missouri, the engine department member last sailed on Waterman Steamship Corp.'s *Thomas Lynch*. He began receiving compensation for his

retirement in 1986 and called Albany, La. home.

EVERETTE LAMBE



Pensioner Everette Lambe, 84, died May 3. Brother Lambe started his career with the Seafarers in 1951 in the port of Baltimore. Born in

Cabarrus, N.C., he worked in the steward department, last sailing on the *OMI Charger*. Brother Lambe went on pension in 1986 and lived in his native state.

MANUEL LANDRON



Pensioner Manuel Landron, 91, passed away May 5. Brother Landron was born in Puerto Rico and was a charter member of the SIU, hav-

ing joined the union in 1939. His first voyage was aboard the *Bradford Island*. Brother Landron shipped in the deck department and last worked aboard the *Mayaguez*. He resided in Tampa, Fla. and began receiving his pension in 1978.

LOURICE MARTIN



Pensioner Lourice Martin, 79, died July 2, 2003. Brother Martin joined the ranks of the SIU in 1959 in Portland, Ore. Born in Louisiana, he

worked in the steward department initially aboard Delta Steamship's *Del Oro*. Brother Martin last sailed on the *Sea-Land Patriot*. He lived in Covington, Wash. and began receiving stipends for his retirement in 1992.

MAYO MUNDINE

Pensioner Mayo Mundine, 88, passed away Dec. 22. Brother Mundine joined the SIU in 1967 in the port of New York. Born in Texas, he worked as a member of the steward department, last sailing on the *Cove Leader*. Brother Mundine went on pension in 1987 and called Columbus, Texas home.

LUTHER MYREX



Pensioner Luther Myrex, 77, died Jan. 8. After serving in the U.S. Army, Brother Myrex joined the SIU in 1945 in the port of San Francisco. His

first voyage was on the *Alcoa Patriot*. The deck department member was born in Alabama. Brother Myrex last went to sea aboard the *LNG Taurus*. He began receiving his pension in 1992 and resided in his native state.

DONALD PETERS

Pensioner Donald Peters, 88, passed away Aug. 8, 2003. Brother Peters became a Seafarer in 1966 in the port of Wilmington, Calif. His first voyage was on a Calmar Steamship vessel. The engine department member began receiving stipends for his retirement in 1986. Brother Peters was born in California but called South Gate, Ga. home.

ROBERT PICKETT

Pensioner Robert Pickett, 68, died



Oct. 20. Brother Pickett commenced his career with the SIU in 1952 in New Orleans. Born in Mobile, Ala., he was a member of the engine department. Brother Pickett first went to sea on Delta Steamship's *Del Oro*. His final voyage was aboard the *Inger*. Brother Pickett started receiving his pension in 1988. He resided in Mission, Texas.

WILLIAM ROGERS



Pensioner William Rogers, 81, died May 4. Brother Rogers embarked on his seafaring career in 1944 in the port of New York. He

first went to sea aboard a Waterman Steamship Corp. vessel. Born in Maine, Brother Rogers shipped in the deck department. He last worked on the *Patriot* and resided in Waterbury, Conn. Brother Rogers went on pension in 1987.

FRANK RUIZ

Pensioner Frank Ruiz, 84, passed away April 10. Brother Ruiz started his career with MC&S in San Francisco. Born in Washington, the steward department member began receiving compensation for his retirement in 1969. Brother Ruiz resided in Las Vegas.

ARTHUR SHAW

Brother Arthur Shaw, 53, passed away March 6. Born in Seattle, Wash., Brother Shaw joined the SIU in 1967 in San Francisco. The engine department member first sailed on Delta Steamship's *Southwestern Victory*. Brother Shaw last went to sea aboard the *Sea-Land Explorer*. He called Oakland, Calif. home.

WILLIAM STEVENS



Pensioner William Stevens, 63, died Feb. 1. Brother Stevens launched his SIU career in 1957 in the port of Houston. He initially worked

on Calmar Steamship's *Alamar*. Brother Stevens shipped in the deck department. He made his home in Las Vegas and began receiving compensation for his retirement in 1995.

CLAUDE STURGES



Pensioner Claude Sturges, 63, passed away April 22. Brother Sturges began his career with the Seafarers in 1951 in the port of Norfolk, Va.

The Virginia-born mariner shipped in the steward department, first sailing on the *Seagarden*. Brother Sturges went on pension in 1977 and continued to live in his native state.

AMBROCIO SUGUITAN



Pensioner Ambrocio Suguitan, 96, died May 1. Born in the Philippines, Brother Suguitan launched his career with the

MC&S in San Francisco. He went on pension in 1970. Brother Suguitan made his home in Honolulu.

CLYDE WOODS

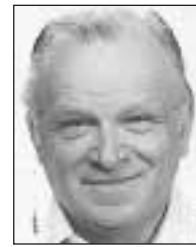


Pensioner Clyde Woods, 89, passed away April 23. Brother Woods embarked on his seafaring career in 1945 in Savannah, Ga. The steward

department member last sailed aboard a Gulf Atlantic Transport Corp. vessel. He called Candler, Ga. home and began receiving stipends for his retirement in 1975.

GREAT LAKES

FRANK KASPERSKI



Pensioner Frank Kasperski, 86, died March 15. Brother Kasperski joined the union in 1960 in Detroit, after serving in the

U.S. Army. The New York-born mariner worked in the deck department, last sailing on the *William Roesch*. Brother Kasperski started receiving his pension in 1981 and resided in his native state.

INLAND

CHESTER LEWIS



Pensioner Chester Lewis, 85, died April 19. Before joining the SIU in 1969 in the port of Norfolk, Va., Boatman Lewis served in the U.S. Army. He

was born in Pamlico, N.C. and worked in the steward department, shipping primarily aboard vessels operated by Maritrans. Boatman Lewis resided in Grantsboro, N.C. and began receiving his pension in 1983.

ROLAND MASON SR.



Pensioner Roland Mason Sr., 80, passed away May 14. Boatman Mason embarked on his career with the SIU in 1958 in the port of

Baltimore. Born in North Carolina, he sailed in the deck department as a captain. Boatman Mason initially worked aboard the *Government Camp*. His final voyage was on the *STC Little Curtis*. Boatman Mason started receiving his pension in 1988 and resided in Chesapeake, Va.

JACK STOUT



Pensioner Jack Stout, 73, passed away May 6. After serving in the U.S. Navy, Boatman Stout joined the SIU in 1970. His initial voyage

was aboard a Michigan Tankers vessel. Born in Wichita, Kan., Boatman Stout worked in the deck department. He last sailed on a G&H Towing vessel. Boatman Stout made his home in Rye, Texas and began receiving stipends for his retirement in 1993.

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.

ACHIEVER (USSM), May 16—Chairman **James E. Davis**, Secretary **Kenneth A. Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Peter Wojcikowski**, Steward Delegate **Obencio Espinoza**. Chairman reminded crew this is an election year and to vote for pro-maritime candidates. He also encouraged members to donate to SPAD. No beefs or disputed OT reported. Vote of thanks to steward department for keeping living areas orderly. Next ports: Charleston, S.C.; Houston; Norfolk, Va.

MOTIVATOR (USMM), May 17—Chairman **Anthony Mabew**, Secretary **Matthew Scott**. Chairman announced ship payoff in Houston. He thanked crew members for job well done. Secretary emphasized educational opportunities available at Paul Hall Center in Piney Point, Md. No beefs reported; OT issue in deck department to be settled at payoff. Clarification requested on transportation expenses.

OVERSEAS HARRIETTE (OSG), May 21—Chairman **John M. Zepeda**, Secretary **George Quinn**, Deck Delegate **Floyd Patterson**, Engine Delegate **Jerome E. Dooms**, Steward Delegate **Leoncio A. Castro**. Chairman announced payoff May 23 in Miami, Fla. with stores brought on that day. Secretary thanked crew for help keeping crew mess hall clean. Beef and disputed OT reported in engine department; none in deck or steward departments. Recommendation made to get weight set for exercise room. Security crew given drill on how to spot bombs planted aboard ship. Next port New Orleans.

COAST RANGE (Intrepid), June 27—Chairman **Gregory R. Jenkins**, Secretary **Robert E. Wilcox**, Educational Director **Scott S. Fuller**, Deck Delegate **Donnie W. Collins**, Engine Delegate **Scott Fuller**, Steward Delegate **John Bennett**. Chairman reminded crew members to wait to be properly relieved before being paid off and to make sure rooms are left clean. Secretary thanked crew for helping keep common areas and mess hall clean. No beefs or disputed OT reported. Suggestion made to rename "Vacation Benefit." Fresh milk and produce to be brought at first port of entry. Next port: Garyville, La.

EL YUNQUE (IUM), June 27—Chairman **Luis J. Ramirez**, Secretary **Francis E. Ostendarp**, Educational Director **John J. Walsh**, Deck Delegate **Jose Canales**, Engine Delegate **Ronald Williams**, Steward Delegate **Nelson F. Morales**. Chairman announced payoff July 1 in Port Everglades, Fla. He asked crew members to watch instructional video in union halls addressing terrorism. Educational director advised crew to upgrade whenever possible at Paul Hall Center in Piney Point, Md. and to keep all records up to date. No beefs or disputed OT reported. Suggestion made regarding seetime and age requirements for pension benefits.

ENDURANCE (USSM), June 14—Chairman **Romeo L. Lugtu**,

Secretary **Jesse B. Natividad**, Educational Director **Ron M. Schexnayder**, Deck Delegate **Dennis A. Hurley**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Thurman C. Johnson**. Chairman thanked crew for smooth trip and led discussion on ship security. Treasurer stated \$1,190 in crew's fund, less \$72 for a dart board set. No beefs or disputed OT reported. Chairman reminded crew getting off to lock rooms and give keys to chief mate. Next port: Los Angeles.

EXPRESS (USSM), June 20—Chairman **George H. Perry**, Secretary **Richard E. Hicks**, Educational Director **Mohamad Y. Abdullah**. Chairman thanked those members who took vessel out of yard for excellent job cleaning and getting ship running again. Secretary thanked crew for pleasant trip and for keeping everything clean. Communications read regarding no bus service in port. No beefs or disputed OT reported. Next ports: Baltimore, Newark, N.J.

HORIZON ANCHORAGE (Horizon Lines), June 20—Chairman **Daniel W. Seagle**, Secretary **Brenda M. Kamiya**, Educational Director **Lorence D. Pence**, Deck Delegate **Basil D. Stolen**, Engine Delegate **John R. Day**. Chairman announced payoff June 22 in Tacoma, Wash. He notified crew of mandatory Coast Guard security drills June 23. Educational director advised crew to keep upgrading at union's affiliated school in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks given to engine and deck departments for keeping living areas clean and to steward department for good meals and service. Next port: Tacoma, Wash.

HORIZON NAVIGATOR (Horizon Lines), June 22—Chairman **Werner H. Becher**, Secretary **Vainuu L. Sili**, Educational Director **Daniel F. Dean**, Deck Delegate **Robert J. Natividad**, Engine Delegate **Thomas V. Hastings**, Steward Delegate **Henry O. Wright**. Chairman announced arrival June 22 in Oakland, Calif. with payoff that same day. He thanked crew for keeping ship clean and plastic items separate from regular trash. Due to security, only one access door should be open while in port. Departing crew members were reminded to leave set of clean linen for next person. Educational director stressed importance of attending upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Chairman read president's report pertaining to training and security aboard ships. Recommendation made to reduce seetime needed for pension and increase monthly benefit. Suggestion made to order new mattresses and towels.

HORIZON PACIFIC (Horizon Lines), June 5—Chairman **Donald D. Rico**, Secretary **Kristen M. Swann**, Educational Director **John C. Ropp**. Chairman asked department crew members to clean state-rooms and leave fresh linen. He also stressed importance of contributing to SPAD. Secretary encouraged crew members to upgrade skills at Piney Point and make sure all paperwork and docu-

ments are current, allowing plenty of time for z-card renewal. Educational director advised crew to keep up with union and industry business by reading *Seafarers LOG*. Treasurer stated \$335 in ship's fund and \$100 in cookout fund. Beef reported by engine department delegate. Vote of thanks to the steward department for a job well done.

HORIZON RELIANCE (Horizon Lines), June 21—Chairman **Dominic L. Brunamonti**, Secretary **Sherman W. Anderson**, Educational Director **Odgen W. Lafaye**, Deck Delegate **Wilfredo G. Caidoy**, Engine Delegate **George B. Lockett**, Steward Delegate **Bienvenido C. Badillo**. Chairman announced payoff July 3 in Tacoma, Wash. Everyone reminded to carry current, up-to-date z-cards in and out of port gate and not to compromise marked restricted entry doors and hatches when in port. He thanked crew members for promptly extinguishing electrical fire and working well together this voyage. Educational director advised Seafarers to upgrade skills at Paul Hall Center. Treasurer stated \$1,152.11 in ship's fund. No beefs or disputed OT reported. Crew reminded to be cautious around 440-volt cables and to be quiet in passageways since watchstanders may be sleeping. Request made that those going on watch be allowed to eat first. Deck department asked that work gloves and coveralls be available in Slop Chest.

HORIZON SPRIT (Horizon Lines), June 7—Chairman **Howard W. Gibbs**, Secretary **Scott A. Opsahl**, Educational Director **Roger M. Wasserman**, Deck Delegate **Charles L. Mull**, Engine Delegate **Randall P. Story**. Chairman announced payoff upon arrival in Tacoma, Wash. followed by blanket relief. He reminded crew to check with patrolman before leaving ship and advised them of security training. Secretary asked crew members to keep noise down so watchstanders can sleep and for department members to leave rooms clean for next person. Educational director encouraged crew to keep documents current and to upgrade skills at the Paul Hall Center. No beefs or disputed OT reported. Recommendation made to amend shipping procedure rules. Suggestion made to replace sofa and chairs. After pricing is obtained, they can, hopefully, be purchased in Oakland. Thanks given to steward department for job well done.

HORIZON TACOMA (Horizon Lines), June 7—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn**, Educational Director **Michael G. McGlone**, Deck Delegate **Robert Brown**, Engine Delegate **James B. Long**, Steward Delegate **Ronald E. Dewitt**. Chairman encouraged crew members to keep dues paid current and support SPAD. He announced payoff June 8 upon arrival in Tacoma, Wash. and thanked everyone for helping keep ship clean. Educational director urged all members to take advantage of upgrading classes at Piney Point. No beefs or disputed OT reported. Chairman announced that radio and reception would be repaired as soon as possible. Suggestion made to shorten seetime for pension and raise monthly benefit. Vote of thanks given to steward department for job well done.

INNOVATOR (USSM), June 20—Chairman **Dirk W. Adams**, Secretary **Jose M. Bayani**, Educational Director **Roger D. Phillips**, Deck Delegate **Eric Lund**, Engine Delegate **Bryan T. Field**, Steward Delegate **Mostafa Loumrhari**. Chairman complimented crew on job well done and encouraged them to read articles in

Seafarers LOG about new security measures. He also recognized the passing of former SIU VP West Coast George McCartney. Secretary thanked crew members, especially bosun and two day men, for great job cleaning and painting. Treasurer stated \$326 in ship's fund. No beefs or disputed OT reported. Recommendation made to increase retirement benefits. Stove plate in galley needs repair. Next ports: Los Angeles and Oakland, Calif.

ITB BALTIMORE (USS Transport), June 1—Chairman **Jeffrey H. Kass**, Secretary **Pedro R. Mena**, Educational Director

RICHARD G. MATTHIESON (Ocean Shipholding), June 14—Chairman **David M. Fridstrom**, Secretary **Thomas K. Gingerich**, Deck Delegate **Troy R. Ingersoll**, Steward Delegate **Gerald Watkins**. Chairman notified crew that a Navy security team would be coming aboard in Long Beach for a month. Smoking area will be in crew mess hall, but not during meal hours. Crew members asked to show up for meals on time since security team will eat at 8 a.m., noon and 5:30 p.m. Secretary requested everyone help keep mess area clean. Educational director reminded crew to keep documents up to date. Crew also encouraged

Greetings from the Maersk Constellation



En route from South Africa to Houston (via Mozambique and Tanzania), crew members aboard the *Maersk Constellation* were treated to a shipboard barbecue. These photos were sent to the LOG by AB George Jordanides.



Enjoying the great food are (clockwise, from top) AB George Jordanides and AB Earl Jones; AB Nick Adderly; and AB Jamie Gill.



Geoffrey L. James, Engine Delegate **Hussein A. Mohamed**, Steward Delegate **Elsayed T. Amasha**. Chairman stressed need for safety at all time. He asked that everyone be quiet in passageways and advised everyone to keep all documents (e.g., MMDs, TRBs, benzene cards, passports) current. He encouraged members to contribute to SPAD—the union's voice in Congress. Educational director stated that movies were due in next port. Treasurer said that movie fund would be given \$200 per month. No beefs or disputed OT reported. Request made to receive copy of Piney Point membership meeting aboard ship. Thanks given "to Mr. Amasha for his new-found penchant for baking." His salad bars are great, as are his freshly made hot rolls, cookies, breads, cakes and puddings. Next port: Houston.

OVERSEAS MARILYN (OSG), June 20—Chairman **Marco A. Galliano**, Secretary **Tyler N. Laffitte**, Deck Delegate **Oscar R. Padilla**, Engine Delegate **Hilario C. Martinez**, Steward Delegate **Isabel Miranda**. Chairman advised crew to start renewal process for MMDs early to avoid last-minute delays. No beefs or disputed OT reported. Thanks given to steward department for job well done. Recommendation made regarding lump-sum option for pension plan. Next port: New Orleans.

PATRIOT (USSM), June 27—Chairman **George B. Khan**, Secretary **Daniel Q. Payne**, Educational Director **Mario G. Paquiz**, Deck Delegate **Philemon C. Quitoriano**, Engine Delegate **Sharif Noor**, Steward Delegate **Ernest Polk**. Bosun reminded everyone to be aware of new security policies. Educational Director recommended Seafarers upgrade skills at Piney Point school. No beefs or disputed OT reported. Suggestion made to increase pension benefits. Crew reminded to help keep ship clean. Next port: Long Beach, Calif.

to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Steward department requested third cook on board when a security team of 10 or more sails with vessel for long period of time. Toaster needs to be repaired or replaced. Crew also suggested more plastic chairs be purchased for use during barbecues. Bosun thanked steward department for job well done. Steward department, in turn, thanked bosun for all his help.

SULPHUR ENTERPRISE (Sulphur Carriers), June 13—Chairman **Nettali Santana**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**, Deck Delegate **Tibby L. Clotter**, Steward Delegate **Jose R. Morales**. Chairman encouraged members to upgrade skills in Piney Point. Secretary requested crew return dirty dishes to galley. He also reminded those members getting off to make sure room is clean and with fresh linen for next person. No beefs or disputed OT reported. Suggestion made regarding increased medical and pension benefits for members and spouses. Recommendation made for union to look into satellite TV issue as well as increase in pay. Additional washer needed in laundry room. Vote of thanks given to chief cook, steward and SA for jobs well done. Next port: Tampa.

USNS PAUL BUCK (OSI), June 17—Chairman **Kevin A. Kellum**, Secretary **Michael Tobman**, Engine Delegate **Orlando V. Pajarillo Jr.** Chairman noted concern about current cost of shipboard e-mail. Secretary reminded crew members that dues will be collected in Guam. Educational director emphasized importance of keeping all necessary shipping documents current. No beefs or disputed OT reported. Clarification requested on pay scale for messman and DEU on MSC-contacted vessels. Recommendation made to purchase new printer for computer. Next port: Guam.

Letter to the Editor

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

Merchant Marine Vet Thanked for WWII Service

I was at the dedication of the new National World War II Memorial May 29, 2004. It is a beautiful memorial, and it includes the seals of the Army, Navy, Marine Corps, Army Air Force, Coast Guard and Merchant Marine.

On the Mall in Washington, D.C., people came up to me, some with tears in their eyes, and thanked me and others in the Merchant Marine for keeping America free. It made me proud to say that I served in the Merchant Marine in World War II.

We delivered 85 to 90 percent of all goods used by the U.S.

armed forces, in addition to the fighting troops. We delivered the goods, but not without a cost. The Merchant Marine had one of the highest casualty rates of all the services.

Of the 200,000 people at the World War II Memorial dedication, a local paper, *The Washington Times*, took pictures of some of the World War II veterans. I told my war stories to a volunteer from the Library of Congress, where a collection of similar stories will be housed.

I would like to thank all the members of the Seafarers Union for their great help in writing to their representatives of Congress for support of H.R. 3729 [the Belated Thank You to the Merchant Mariners of World War II Act].

As of June 10, 2004, there were 69 representatives of Congress who are co-sponsoring the bill. We need more members of Congress to add their support. So, please keep up the good work—and we will be victorious.

Richard G. Wiggins
Kansas City, Mo.

Final Departures

Continued from page 18

WILLIAM WATSON



Pensioner William Watson, 87, died April 13. Boatman Watson began his seafaring career in 1958 in the port of Baltimore. He shipped in the deck department as a captain and worked primarily aboard Maritrans vessels. Boatman Watson began receiving compensation for his retirement in 1981. Swan Quarter, N.C. was his home.

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

PEDRO SOLER



Pensioner Pedro Soler, 77, passed away May 16. Brother Soler joined the NMU in 1963, first shipping from the port of New York. His first voyage was aboard the *Santa Maria*. Born in Puerto Rico, Brother Soler worked in the steward department. He began receiving his pension in 1990.

MIGUEL SANCHEZ



Pensioner Miguel Sanchez, 83, died May 31. Born in Puerto Rico, Brother Sanchez first sailed with the NMU in 1939 from the port of New York on the *Borinquen*. Brother Sanchez's last voyage was on the *Newberry Victory*. The deck department member went on pension in 1965.

LOUIS POPEK

Pensioner Louis Popek, 82, passed away June 9. After joining the NMU



in 1947, Brother Popek's initial voyage was aboard the *Sedalia Victory*. He was born in Massachusetts and worked in the engine

department. Brother Popek last sailed on the *Export Freedom* and began collecting compensation for his retirement in 1978.

WALTER LEYCOCK



Pensioner Walter Leycock, 92, died June 3. Brother Leycock was born in St. Croix, V.I. and started his career with the

NMU in 1953. Sailing from the port of New York, his first vessel was the *Arlington*. Brother Leycock shipped in the engine department. He last went to sea aboard the *American Export* and started receiving stipends for his retirement in 1976.

HERBERT GILLARD

Pensioner Herbert Gillard, 74, passed away May 18. Brother Gillard began his career with the NMU in 1945, first shipping from Port Arthur, Texas. His first vessel was the *James Island*. The steward department member was born in Texas. He last sailed aboard the *Keystoner* and started receiving his pension in 1973.

NATHAN EBANKS



Pensioner Nathan Ebanks, 79, died June 4. Brother Ebanks was born in the West Indies and joined the NMU in 1941. He initially went to sea

from the port of New York aboard the *James W. Cannon*. Brother Ebanks worked in the deck department and last sailed on the *Marine Duval*. He began receiving compensation for his retirement in 1974.

THOMAS CARTER

Pensioner Thomas Carter, 81, passed away May 8. Brother Carter started

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 condi-

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

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

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

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

EQUAL RIGHTS. All members are

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

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

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

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

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

Procedure for Absentee Ballots

General elections for the union's officers will take place this year. Voting will begin Nov. 1 and continue through Dec. 31.

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 are 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:

- Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

- Include in the request the correct address where the absentee ballot should be mailed.

- Send the request for an absentee ballot by registered or certified mail.

- 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.

- 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.

- Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

- 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.

- Sign the mailing envelope on the first line of the upper left-hand corner. Print your name and book number on the second line. The mailing envelope is self-addressed and stamped.

- 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.



his seafaring career with the NMU in 1943. Born in Kentucky, the engine department member first shipped from the port of New York on

the *Sparrows Point*. Brother Carter last sailed aboard the *Genevieve Lykes*. He started receiving retirement compensation in 1987.

In addition to the foregoing individuals, the following NMU brothers and sisters, all of whom were pensioners, passed away on the dates indicated.

Name	Age	DOD
Anjiras, William	89	May 4
Badger, Stanley	77	June 11
Bloes, Arthur	94	June 5

Bogdan, Lawrence	95	May 18
Carter, Thomas	81	May 8
Cerrato, Alejandro	81	April 5
Damon, George	78	May 21
Davidson, Cecil	77	June 2
Evans, John	77	June 14
Ferrer, Juan	89	June 4
Ferrer, Jose	83	June 5
Ford, Samuel	85	May 19
Gomes, Harwood	77	June 11
Huertas, Pablo	82	May 19
Johns, Earle	76	May 18
Lamot, John	96	June 11
Mazzola, Michael	81	May 31
Nicodemus, John	87	May 20
Padilla, Hector	71	June 10
Redesky, Thomas	73	May 30
Rudnickas, Joseph	81	June 10
Salinas, Nicasio	100	May 27
Tate, Wilton	80	June 14
Torres, Pablo	81	May 27
Wijngaarde, Otmar	68	June 11
Williams, Charles	77	May 15

Attention Seafarers:



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	August 16	September 10
	September 27	October 22
	November 8	December 3
Automatic Radar Plotting Aids* (ARPA) <i>*(must have radar unlimited)</i>	September 13	September 17
	November 15	November 19
Celestial Navigation	September 27	October 22
GMDSS (Simulator)	August 23	September 3
	September 27	October 8
	November 1	November 12
Lifeboatman/Water Survival	August 2	August 13
	September 13	September 24
	October 25	November 5
Navigation Fundamentals	November 29	December 10
Radar	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 July 18, 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	September 20	October 15
	November 15	December 10
FOWT	October 25	December 17
QMED - Junior Engineer	September 27	December 17
Welding	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>	August 23	September 3
	September 20	October 1
	November 8	November 19
Basic Safety Training (BST)	August 2	August 6
	August 30	September 3
Fast Rescue Boat	August 30	September 3
Government Vessels	September 13	October 1
Tankerman (PIC) Barge* <i>*(must have basic fire fighting)</i>	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.

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.

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB 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.

8/04

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 651 — Graduating from the water survival class are unlicensed apprentices from class 651 (in alphabetical order) James Carey, Troy Davis, Daniel Fields, Adam Guerrero, Clark Howard, Shantay Joquin, Perry Martin, Jamal Ricks, John Rodriguez, Bryan Singletery, Adam Soto and Robert Starr.



Able Seaman — Receiving certificates for completion of the AB class ending June 18 are (in alphabetical order) Miguel Baerga, Warren Barney, Harvey Carvajal, Michael Hames, Larry Howard, Terry Igot, Peter Martin, Carl Pedersen, Eugene Perez, Jon Phillips, Jay Pierce, Terrell Poole, La Terrance Ransom, Rigoberto Ruiz, Anthony Sanchez, Marc Simpson, Miles Souders, James Trotter, Tom War and Lakindra Williams. Their instructor, Bernabe Pelingon, is at far right.



Welding — Graduation certificates for completion of the welding course were given July 2 to Kenji Hoffman (left), Steven Haver (center) and Gabriel Bonefont (front). Their instructor, Buzzy Andrews, stands in the back.



ARPA — Earning their ARPA certificates June 25 are (in no specific order) Loren Wolfe, Harry Claar II, Darryl Alexander, Jermaine Williams, Louis Barra, Karl Mayhew, Nebojsa Milosevic and (not pictured) James Reece. Their instructor, Mike Smith, is at far right.



Radar — Under the instruction of Mike Smith (far right) are Seafarers who completed the radar course June 18. They are (in alphabetical order) Brook Bowers, James Fekany, Karl Mayhew, David Steinberg and Jermaine Williams. Not pictured are Nebojsa Milosevic and James Reece.



Galley Operations — Upgrading their baking skills in the school's galley lab recently are (from left) Emilia Wooden (Advanced Galley Operations), Arlene Ringler (chief instructor), Peter Williams (Advanced Galley Operations), Ali Nasser, Lee Holiday, Xu Ziting, Elba Alfaro, Brian Holmes, Khaled Musleh and Felipa Aranda.



Fast Rescue — Under the instruction of Stan Beck (third from left) are Seafarers who completed the fast rescue boat course June 11. They are (in alphabetical order) Darryl Alexander, Robert Carroll, Neil Carter, Frank Mahr and Paul McCready.



Marine Electrician — Completing the marine electrician course July 1 are (in alphabetical order) John Alicea, Jeffrey Curry, Joseph Egan, Richard Huffman, William McLaughlin, Robert Nelson, Jose Ramirez, Jeffery Roddy, Terry Santure, Ronald Smith, Lionel Taylor and Olie Webber. Jay Henderson, their instructor, is standing at far right.

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



Showing off his certificates of achievement for completion of several computer classes at the Paul Hall Center is Carlos Diaz. With him is his instructor, Rick Prucha.



Basic Auxiliary Plant Ops — Upgrading Seafarers Bon Vannaxay, Selahattin Akpinar and Charles Johnson joined with unlicensed apprentices in completing the basic auxiliary plant operations course June 11. They are (in no specific order) Jess Cooper, Adam Begleiter, Taneisha Johnson, Daniel Miller, Michael Snowden Jr., Michael Maskalenka, Lloyd Clark, Gilbert Johnson, Nicholas Collins, Hashiem Pittman, Orlando Pabon, Joseph Waller, Nicholas Doffoh and Antoine Rainey. Their instructor, Eric Malzkuhn, is in the back, far right.

Paul Hall Center Classes



Tanker Familiarization/Assistant Cargo (DL) — Graduating from the tanker familiarization/assistant cargo (DL) course June 25 are (in no particular order) Steven Hall, Steven Lonas, Douglas Carson, Steven Media, Bruce Heath, Timothy Dunn, Walter Sainvil, Juan Colon, Irving Rochez, Rigoberto Beata, Bon Vannaxay, Selahattin Akpinar, Charles Johnson, Camille Diagne and Leonard Soriano. Their instructor, Jim Shaffer, is at far right.

Small Arms Training

Completing the small arms training course June 18 are (in alphabetical order) Nicholas Collins, Michael Cox, Timothy Dexter, Rocky Dupraw, Kent Harper, Gilbert Johnson, Jamie Medina, John Niday IV, Antoine Rainey, Coda Russell, Michael Snowden Jr., Joseph Waldera, Richard Wiltison and Christopher Yohe.



Basic Safety Training Classes



STCW — May 7: Andrew Baumrucker, Charles Burton, Johnny Cothren, Amanda Haun, Jessica Koutecky, Chantry McSherry, Kieran McSherry, Noah Rowan and Lamar Solomon.



STCW — May 14: Holly Alfrey, Edward Birdsong, Jeffrey Fiegel, Tony Green, Simien James, James Niotis, Melissa Oakley, Eduardo Osorio, Jimmy Pruitt, Charles Reeve, James Rodriguez, Vasilj Semesjuku, Marvin St. George, Edgar Stanley, Rick Leach and Debra Meadows.



STCW — May 28: Matthew Caplins, Joseph Corr, Alvin Moore Jr., Incencio Roxas, Ahmed Saleh and Phillip Stephens.



STCW — June 25: John Brantly, Harvey Carvajal, George DiCanio, John Habib, Michael Hames Sr., Peter Martin, Sadeq Nasser, Robert Ott, Andrew Page, Carl Pedersen, Jon Phillips, Michelle Picton and Miguel Vinca.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsements May 21 are (in alphabetical order) Louie Acerudano, Alberto Armas, Mark Beleno, Keoni Bounds, Mary DeGuzman, Elizabeth Dominguez, Danny Fletcher, Brian Grieder II, Sheila Hanson, Kathleen Kleaver, Aaron Lanet, Tyler Motz, Noheapualani Polendey and Thelma Sokiano.



Specially Trained OS — Receiving their STOS certificates of completion June 11 from instructor Stacey Harris (front row, center) are Coda Russell, Joseph Waldera, Ty Varnadoe, Christopher Yohe, Christopher Czarske, Richard Wiltison, Nathaniel Leachman, Neftali Erasquin, Santos Gary, Damian Spedale, Kent Harper and Mohamed Mosed.

Specially Trained OS — Another STOS class that graduated June 11, but under the instruction of Tony Sevilla (back row, far right) are Phillip Maxfield, Timothy Dexter, Jamar Reed, Kevin Johnson, Jor-el Holmberg, Mark Beck, John Crawford, Damar Shaw, John Niday IV, Donaldo Valencia and Jaime Medina.





The

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Tuesday, Nov. 2
is Election Day 2004

Remember, you can't vote unless
you are registered.

Participate . . . Register . . . VOTE!

Flickertail State Earns Professional Ship Award

The SIU-crewed *Flickertail State* received the Professional Ship Award from U.S. Maritime Administrator Capt. William Schubert during a ceremony July 15 in Newport News, Va.

SIU Vice President Government Services Kermet Mangram took part in the event. He congratulated the crew for "an outstanding job" in Operation Haiti and Operation New Horizons—performances which earned them the recognition from the Maritime Administration.

"Welcome home, and thanks for making us all proud," Mangram stated.

Speaking to the rest of the

audience, he noted, "Most of you here today are very familiar with the long history of the U.S. Merchant Marine and our role as the fourth arm of defense. We've proven our value time after time. We've proven our loyalty and reliability since the very beginnings of this country."

In a letter to the crew, SIU President Michael Sacco noted, "Your recognition is well-earned and it certainly isn't something to be taken lightly, considering that the U.S. Maritime Administrator's Professional Ship Award is given to non-military vessels that achieve the highest degree of readiness, perfor-

mance, efficiency, reliability, productivity and safety.

"During Operation Haiti, when you worked under fire delivering supplies and equipment to the Marine Corps, and in Operation New Horizons, when you tested new technology at sea during exercises in the North Atlantic, you lived up to the U.S. Merchant Marine's vital role as America's Fourth Arm of Defense. That role remains as important as ever, with our nation leading the fight in the global war against terrorism and also continuing the rebuilding of Iraq."

The letter concluded, "I simply couldn't be more proud of each and every one of you. Your performance, your patriotism and your dedication are a credit to the entire union and indeed the entire U.S. Merchant Marine. Your story will be shared with the membership as a shining example of what the SIU is all about."

Schubert praised the crew and officers. "The crew of the *Flickertail State* is an outstanding example of the integral role the Ready Reserve Force plays in our national



Crew members and officers aboard the *Flickertail State* were presented with the Professional Ship Award for an outstanding job in Operation Haiti and Operation New Horizons during a ceremony July 15 in Newport News, Va. They are (back row, from left) GUDE Curtis Spencer, Bosun David Brown, 1st A/E Jim Schwartz, C/E Scott Stillianos, Capt. Joe Regan, AB Bill Humphrey, 3rd A/E Pat Jarvis, (seated from left) C/M Bernie Fitzgerald, Electrician Mann Aroon, Wiper James Burke, Wiper Nathan Jenkins, AB Stacy Twiford and AB Phillip Harmon.



SIU VP Government Services Kermet Mangram (seated at far right) took part in the ceremony honoring *Flickertail State* crew members last month in Newport News, Va.

defense operations," he said. "Our nation's Ready Reserve Force helps ensure our security by supporting the men and women of the U.S. armed forces."

The ceremony was attended by representatives from the U.S. Transportation Command and the Military Sealift Command, which have operational control of Ready Reserve Force ships when they support the military.

The *Flickertail State* is operated by SIU-contracted InterOcean

Ugland Management. Seafarers sailing aboard the vessel during Operation Haiti included ABWs Heather Frizzelle and Curtis Williams; ABMs Adrian Jones and Jonathan Davis; STOSs Melvin Stegall, Christopher Bryan and Melvin Hall; OMUs John Morrison, John Steeber and Brad Neathery; Wipers Nathan Jenkins and Vincent Knight; Chief Cook Adele George and SAs Willie Uzzle, Teresa MacMartin and Kareem Walters.

With Seafarers at the Honolulu Hall



Early last month, Seafarers at the SIU hall in Honolulu greeted a number of officials who were in town for the *Pride of Aloha* christening and other union business. Pictured from left to right are (top photo, standing) SIU Secretary-Treasurer David Heindel, SIU VP West Coast Nick Marrone, Seafarers Edgardo Ines and Eddie Tomas, SIU President Michael Sacco, SIU VP Contracts Augie Tellez and



Seafarers Alejandro Quirolgico, Pedro Amore, (seated) Sure Anitak and Domingo Barroga. The photo below shows Heindel, Sacco, AB Tomas and Tellez.



Left: AB Bill Dwyer



Right: SIU Honolulu Port Agent Neil Dietz



Pictured from left to right are SIU members Dominico Dacua, Alejandro Quirolgico, Raul Napoles, Getolio Medallo, Johanis Christiaan, Mariano Ylaza and Domingo Barroga.