



The Seafarers Log

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

Construction Starts On 4th BP Tanker

Construction began last month on the fourth double-hull oil tanker being built for BP Oil Shipping Company, USA at the National Steel and Shipbuilding Company in San Diego. Like its three sister ships—including the *Alaskan Frontier*, pictured at right—the newest vessel when completed will be operated by SIU-contracted Alaska Tanker Co. Page 3.



Maersk Line, Limited Brings Newer Ships into MSP Fleet



Six modern containerships are entering the U.S. Maritime Security Program fleet thanks to an agreement between SIU-contracted Maersk Line, Limited and the U.S. Maritime Administration. The vessels, including the *Comet* (above) and *Meteor* (below), are replacement ships for older tonnage. Page 3.



Shipboard Training: Vital Part of Apprentices Program

The unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education emphasizes practical training, including a 90-day shipboard phase that gives students experience working in each of the three departments. Above, Unlicensed Apprentices Tim Cullen (left) and Mike Esterheld perform their duties, aboard the *Freedom* in Baltimore. Pages 12-13.

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President's Report

More on OIF3

Although the year is winding down, this remains a busy and productive time for Seafarers.

Once again, our members are answering the call of Operation Iraqi Freedom, this time for OIF3. As with the first two phases of the sealift component of Operation Iraqi Freedom, Seafarers during this current stage are fulfilling their role as part of the nation's fourth arm of defense.

Rock-solid professionalism, performance, patriotism and reliability are nothing new for the SIU. It has been that way since our founding in 1938. It will always be that way.

I applaud our members who are sailing in support of our troops. You are an ongoing source of pride for your brothers and sisters throughout the union, for merchant marine veterans and for the soldiers and citizens of our nation. You are a vital part of the U.S. effort in Iraq, in Afghanistan and elsewhere overseas.

It goes without saying that this is an enormously important mission, one that continues to involve sacrifice and risk. The same is true with Operation Enduring Freedom, the war against terrorism.

At the same time, Seafarers also are doing an excellent job meeting our obligations in the commercial sector of the U.S.-flag fleet. That, too, is an important mission.

SIU Elections

This month marks the start of balloting in the union's elections, which take place every four years. The current and previous issues of the *LOG* contain a list of voting locations and other balloting information, including how to vote by absentee ballot. That same information remains available on the SIU's web site.

As I've said before, the SIU's direction begins with the individual Seafarer. You elect the officials to lead the way in improving your union. You hold the power to decide the outcome of proposed constitutional amendments like those on this year's SIU ballot.

That power only works if you vote. Regardless of whom you support in the SIU election, and wherever you stand on the proposed amendments, make the effort to cast your votes. Encourage your brother and sister Seafarers to do the same.

Tonnage Tax

Last month, President Bush signed into law H.R. 4520, the American Jobs Creation Act of 2004.

The new law includes a provision that should help provide a more level playing field for companies operating U.S.-flag fleets. Specifically, the law allows American-flag operators engaged in the international trades to pay a yearly tax based on their fleet's overall tonnage instead of paying an annual corporate income tax.

This is good news for our industry, in part because most foreign maritime competitors already operate under a similar tax structure.

And once again, the new law reminds all of us that politics in many ways governs our industry. Whether we're talking about tax structures, training requirements, shipboard and port security procedures, cabotage laws or some other rule or regulation that affects maritime, the bottom line is that we must remain politically active in order to make our voices heard.

Thanksgiving

On a personal note, I extend warmest wishes for a Happy Thanksgiving to all Seafarers, SIU pensioners and their families. I especially want to offer best wishes to our brothers and sisters who are at sea for the holiday. It's never easy being away from home at this time of year, but, as mentioned, your work is helping ensure America's national and economic security. That's no exaggeration, and your commitment is noticed and appreciated.

Professionally, I believe we in the SIU have much to be thankful for as we look back on the year so far. We have organized new vessels, ratified good contracts, and maintained excellent health care benefits at a time when medical coverage is the top, most difficult issue in virtually every contract across the country. We have helped make numerous improvements at our affiliated training center in Piney Point, Md. And of course, we have delivered the goods for U.S. troops overseas.

Again, I wish you a safe and happy holiday.

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Philly Ferry Crews Stick With Seafarers

Seafarers once again are sailing aboard the Philadelphia-based passenger ferry *Freedom*.

Hornblower Marine Services became the ferry's new operator this past summer. In August, with pledge cards in hand from all of the crew members, the union filed for recognition as the mariners' collective bargaining representative. The company agreed to recognize the union based on the card check.

As this issue of the *Seafarers LOG* went to press, both parties were awaiting finalization of a first contract for signature. In the interim, the crews are covered by a temporary agreement.

"The mariners made it clear that they wanted SIU representation, and the company respected their wish," noted SIU Vice President Contracts Augie Tellez. "Both sides have bargained in good faith."

The Delaware River Port Authority in the summer of 2003 added the *Freedom* to its RiverLink service between Philadelphia and Camden, N.J. The boat eventually replaced its predecessor.

The *Freedom* has a minimum crew of three and a crew of six when it carries its maximum number of passengers: 600. The ferry is equipped with two decks, a steel canopy, an insulated cabin and dual wheelhouses (one at each end).

The SIU has represented RiverLink crews since March 1992. At that time, the ferry service's rebirth marked the resumption of a route that had stopped 40 years earlier. In 1952,

the *Haddonfield*, also manned by Seafarers, made its final voyage across the Delaware River. The ferry closed because of new bridge construction and the rising operating costs, including insurance and fuel.

The SIU-crewed *Freedom* transports passengers between Philadelphia and Camden, N.J.



BIDCO Adds New Tugboat

Seafarers-contracted Buffalo Industrial Diving Company (BIDCO) has added a new tugboat to its operation.

The *Ruby* is the first in a series of tugs that the company plans to add over the next few years. The boat is used for assistance in marine construction and also helps the SIU-crewed dive-support vessel *M/V Pipeline Surveyor*.

The *Ruby* is covered under a separate three-year contract—one that provides wage increases in each year of the agreement, top-of-the-line medical benefits

and pension benefits.

BIDCO mariners earlier this year voted to join the SIU. The original crew members work aboard a 110-foot former survey boat which now tends to diving platforms and also delivers construction material.

BIDCO's parent company is involved in marine construction projects including underwater pipeline installation, harbor dredging, underwater repairs and much more. BIDCO assisted in some of the salvage efforts in New York following the attacks of September 11.



Pictured aboard the SIU's newest contracted tugboat are (from left) Seafarers Tom Schultz, Mark Jones, Tom Maciejczyk and Brendan Murphy.

NCL America President Tours School



NCL America President and CEO Colin Veitch last month toured the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Veitch examined all aspects of the school's operation, including the fire fighting and safety school (above, left, with Safety Director Jim Hanson) and the manpower office (below, with Bart Rogers, head of the department). NCL America operates the SIU-crewed U.S.-flag cruise ship *Pride of Aloha*.



Construction Starts on 4th BP Tanker

SIU-Contracted Alaska Tanker Co. Earns Safety Milestone, Award

Construction began last month on the fourth double-hull oil tanker being built for BP Oil Shipping Company, USA at the National Steel and Shipbuilding Company in San Diego. Like its three sister ships, the newest vessel when completed will be operated by SIU-contracted Alaska Tanker Co. (ATC).

The first ship in the group—the *Alaskan Frontier*—was christened at the shipyard in May and was delivered in August. A naming ceremony for the second vessel, which was floated out in July, is slated for early next month. Delivery dates for that ship and the other two range from 2005-2006.

NASSCO describes the four double-hull vessels as among the most environmentally friendly ships ever built, incorporating the latest in tanker design and construction. The design of the four 1.3-million-barrel-capacity tankers in the Alaska Class is intended to allow maximum flexibility for oil deliveries to West Coast ports, including BP refineries in Los Angeles and Cherry Point, Wash.

Each of the vessels is 941 feet long and has a beam of 164 feet.

According to the shipyard, the

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

Earlier this year, the SIU-crewed ATC fleet quietly reached another safety milestone: six million man hours without a lost time injury. The company also earned accolades in the form of a "Legacy Award" issued by the Pacific States/British Columbia Oil Spill Task Force. The award is given for oil spill prevention, preparedness and response.

In announcing the award, the task force noted, "ATC has conclusively demonstrated that preventing spills and injuries is not only the right thing to do, but is cost effective as well. ATC has saved millions of dollars in injury claims, spill response costs, and insurance premiums. During 2002 and 2003, ATC transported 13 billion gallons of crude oil with just 2.2 total gallons being spilled and completed more than five million man hours without a lost time injury. ATC firmly believes that openly reporting near misses and

losses of containment—and using this information as the basis for improvement—is a key factor in instilling the awareness and behaviors that prevent pollution....

"ATC has worked with the Seafarers International Union to establish a dedicated employment pool of individuals who meet specific medical, fitness, training, and performance requirements. ATC has also made a point of hiring Alaskans and maintaining an office in Valdez, thus underscoring its commitment to the Alaskan community. ATC has also partnered with the Prince William Sound Regional Citizens' Advisory Council and with the Pacific States/BC Oil Spill Task Force on spill prevention projects such as the Ice Detection Radar System, efforts to promote voluntary spill prevention efforts industry-wide, and efforts to plan for requests for Places of Refuge by ships in distress."



The *Alaskan Frontier* (above) is a sister ship to the one on which construction began last month in San Diego.

Last year, seven Seafarers-crewed ATC ships received vessel safety awards at an annual industry gathering in New Orleans. Also last year, the Alaska state legislature formally congratulated

the company for its outstanding safety and environmental record. ATC then earned a major Washington State award for excellence in marine safety and environmental stewardship.

Union Election Voting Begins Nov. 1

Voting for officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District/NMU, to be con-

ducted by secret ballot, begins Nov. 1 and continues through Dec. 31. This election also includes two proposed constitutional amendments.

Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 2005-2008 term. Such members may pick up their ballots at any of 21 SIU halls throughout the country. Ballots may be obtained from 9 a.m. until noon, Mondays through Saturdays, except legal holidays, until Dec. 31.

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

In accordance with the union's constitution, a credentials committee composed of six rank-and-file Seafarers, elected by their fellow members, reviewed the nomination applications to ensure each candidate's eligibility. The committee's report was prepared Aug. 19 (after the nominations period closed) and approved by the membership at the September meetings.

The secret ballots are accompanied by envelopes marked "Ballot" as well as postage-paid envelopes bearing the address of the bank depository where the ballots are kept until submitted to the tallying committee. Each Seafarer must present his or her book to the port agent or agent's designated representative when

receiving the ballot, the envelope marked "Ballot" and the mailing envelope.

When the member receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.

Members who are working aboard an SIU-contracted vessel during the election period or who have a hospital stay during the first 10 days of November may request an absentee ballot. Such requests should be made in writing, by registered or certified mail, to SIU Secretary-Treasurer David Heindel at SIU headquarters: 5201 Auth Way, Camp Springs, MD 20746. Requests for absentee ballots should be post-marked no later than Nov. 15

See page 17 for a list of the voting locations.

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

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

Maersk Line, Limited Replaces Maritime Security Program Ships

Transfers Executed for Six Replacement Vessels; Planning Continues for Transfer of Other Ships

Agreements were signed Oct. 1, 2004 between Maersk Line, Limited (MLL) and the Maritime Administration to transfer the Maritime Security Program (MSP) contracts on six existing SIU-crewed MSP vessels built in the 1980s and managed by U.S. Ship Management, Inc. (USSM) to six newer containerships.

The new replacement vessels are the *Sealand Intrepid*, *Sealand Lightning*, *Sealand Charger*, *Sealand Comet*, *Sealand Meteor* and *Alva Maersk*. The replacements were approved by the Maritime Administration and U.S. Transportation Command and represent a significant improvement in the ability of MLL's U.S.-flag fleet to serve its military and commercial customers.

"This is a major milestone in MLL's plan to enroll newer, faster and larger U.S.-flagged vessels into the maritime security program," said Ken Gauden, MLL's senior vice president for marketing and government relations. "The end result will be a much improved MSP."

In an Oct. 1 news release, Maersk noted that MSP age limits require that older vessels be replaced in the current program before reaching 25 years of age. The first of the new replacement vessels was expected to enter the U.S.-flag fleet late last month. The replaced vessels (the *Explorer*, *Defender*, *Innovator*, *Patriot*, *Liberator* and *Endurance*) will continue to sail under the U.S. flag until their replacements begin



The *Sealand Lightning* (above) and *SL Charger* (below) are two of six modern containerships that will replace older vessels in the MSP fleet. The SIU-crewed ships are managed by Maersk Line, Limited.



operating under the U.S. flag with a U.S. crew. The disposition of the six replaced vessels will be determined in the near future, but they are ultimately expected to operate in Maersk's international fleet.

Each of the replacement vessels will be integrated into Maersk's existing U.S.-flag fleet, streamlining operations and creating efficiencies in MLL's network of intermodal assets,

including terminals, cranes, logistical platforms, computerized management systems, containers and chassis. The transfers will strengthen the MSP for military purposes and enhance the U.S.-flag presence in international shipping.

Maersk Line, Limited is based in Norfolk, Va. and is one of the Department of Defense's primary shipping contractors.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Thursday, Nov. 11, 2004 for the observance of Veterans' Day; Thursday, Nov 25, 2004 to celebrate Thanksgiving Day; and Friday, Dec. 24, 2004 for the Christmas holiday (unless an emergency arises). Normal business hours will resume the following workday.

Remembering Major Ken Conklin (1918-2004)

Trainee Program's Founder Wanted Others to Have Opportunities

Even the most optimistic, resolute person surely would have tipped his cap to Major Ken "K.C." Conklin, founder of the trainee program at the Paul Hall Center for Maritime Training and Education.

Looking back on his service in the U.S. Marine Corps during World War II, Conklin described the experience as "a break" that helped him turn his life around.

Surveying the awesome challenge of building a maritime training center on a largely barren patch of southern Maryland land in 1967, Conklin once remarked—with a sincerity not to be questioned—"I had no doubts about the long-term success of the school."

That type of determination and can-do attitude characterized Conklin, who died Sept. 20 in Dover, Pa. at age 86. Family members and former co-workers remembered the retired Paul Hall Center vice president as tough but generous, indomitable but understanding—the type of man who could view wartime military service as a blessing.

Most of all, they recalled his fondness for the Paul Hall Center, a facility that has evolved into a premier maritime school enhanced by academic curriculums including GED and college degree programs. Much of that growth took place during Conklin's tenure, from 1967 until he retired in 1993.

"Right until his absolute dying breath, he was (connected to) Piney Point," said Conklin's daughter, Andrea, herself a long-time employee at the school before moving last year to care for her parents. "He remained ever in Piney Point—that was the love of his life."

SIU President Michael Sacco, who served as the school's vice president from 1968 to 1978, said Conklin "was a hard-working, dedicated guy. He brought that Marine spirit and discipline. He instituted (the trainees) marching to and from class, posting the colors. He was a tough commandant, but someone you could go to if you had a problem."

The school's current vice pres-

ident, Don Nolan, also met Conklin in 1968 during the facility's earliest days. "He was our very first commandant and one of the most committed and tireless

Rogers, who met Conklin in 1980, described him as a father figure with remarkable attention to detail. "His organizational skills were incredible," Rogers

who worked here," Farr stated.

During a shipboard meeting a week after Conklin's death, the crew of the *LNG Libra* wrote, "He was a good man and made us

understand the steps that we were taking in our lives. Many of us knew the Major from attending the school, either as trainees or upgraders. He taught us about loyalty and the meaning of the U.S. Merchant Marine. He showed us to walk tall and be proud."

Thomas Horton, an accomplished television documentary producer who served under Conklin during World War II, called him "the best Marine officer I ever knew. He was such a straight shooter, never bragged or tried to impress you. It was his job to keep us on the narrow path of doing a good job."

Ken Conklin was born in Clifton, N.J. He served in the Marine Corps from 1941 to 1964, retiring as a major.

He was hired by the late SIU President Paul Hall to start the original training program at the Lundeberg School, later renamed for Hall.

Conklin is survived by his wife of 57 years, Jane Conklin. He also is survived by daughter Andrea McCranie; two sons, boatman **Craig Conklin** and QMED **Kevin Conklin**, both active Seafarers; eight grandchildren; eight great-grandchildren; and a sister, Rita Ryerson.

Funeral services were scheduled for Oct. 28 at the Fort Belvoir (Va.) Chapel, followed by burial at the Arlington National Cemetery.

The family encourages a donation in his name to a charity of one's choice.



Clockwise, from upper left: Past and present Paul Hall Center VPs Ken Conklin and Don Nolan; Conklin as a high school senior; giving a tour of the Paul Hall Memorial Library; with his wife, Jane.

individuals I've seen in my entire life," Nolan recalled. "He's a person no one will forget. People who haven't been to the school for 30 years come back and ask about him. He was a true mentor."

Bart Rogers, head of the manpower office at Piney Point, pointed out that despite the school's commendable growth and virtually mandatory broadening, "The basis of the school is the trainee program, and the foundation for the program is K.C. It's really that simple. The system and procedures he put in place are still there today."

said. "They'd bring 50 kids in for a class, and the next day he'd be calling each one of them by name."

Paul Hall Center Safety Director Jim Hanson said Conklin "was very dedicated to the kids and the school. It seemed like he was always here and he loved it very much. You could feel it."

Sharon Farr worked for Conklin for more than 10 years. "He had a gruff exterior, but he wasn't all that gruff, once you got to know him. He had a soft heart and he cared about everybody

Tough Commandant Took Pleasure In Helping Trainees

Ken Conklin had a strict air befitting a retired U.S. Marine Corps major who served in two wars, but his greatest professional joy was anything but tough.

"My father was absolutely committed to giving anybody who may be on the wrong track the break they needed to turn themselves around," noted his daughter, Andrea. "He and his brother and sister were orphaned very young. As he put it, he and his brother kind of ran wild after they were orphaned. He had influences in his life that he credits with turning him around.

"When he went into service to help found Piney Point, the thing that most appealed to him was the opportunity to give people a break, an opportunity."

During a 1992 interview for an article on

the school's 25th anniversary, Conklin said, "Working with young people is a big part of what attracted me to this job. The truth is there's nothing wrong with the youth of today. It's just that we, as adults, don't have enough time to talk with them.

"The reason I've stuck with it all these years is, helping people. We're in the business of giving people an opportunity to better themselves—financially, educationally, every way."

Conklin believed that unyielding effort plays a big part in success. "You're going to run into a roadblock, and you can either go under, over, around or through," he said. "But don't quit. You can do anything you want to do, if you want it badly enough."

Notice

Pre-Signed Certificates of Discharge

The union recently fielded questions about the practice employed by some ships' masters involving the pre-signing of certificates of discharge.

According to the union's legal department, it is not illegal to have mariners sign their respective certificates of discharge at the outset of a voyage and then fill in the actual discharge date at the end of the voyage. Some captains ask for pre-signed discharges as a matter of convenience.

However, such a practice legally cannot be made a condition of employment, and no mariner can lose his job for refusing to sign the certificate prior to the actual date of discharge.

A question was raised concerning a potential problem with this practice; specifically, what would happen if someone filled in an incorrect date on the certificate which differed from the actual discharge date. The concern was that this could be problematic for injury or illness claims if the injury or illness occurred after the date of discharge on the certificate. However, SIU members should be assured that, for the purposes of establishing a legal claim, the mariner simply must demonstrate that he was a seaman working on the vessel at the time of the injury.

Thus, even though a seaman may have been technically discharged prior to the injury, he nevertheless can establish his status as a mariner by showing that he was performing duties consistent with the operation of the vessel when he was injured (through payroll records or witness accounts, for instance). The date included on the discharge would not be determinative.

Mariners are advised if they do pre-sign their certificates that, upon discharge, they should make sure the correct date of discharge appears on the certificate. If any SIU members have any questions about this practice they may direct them to a union official; however, SIU members should note that this practice is not something about which they need to be overly concerned.

Shore Leave Spotlights on World Maritime Day

Maritime unions and shipowners, in a show of solidarity with seafarers on World Maritime Day (Sept. 30) over the denial of shore leave, urged governments not to prevent mariners from enjoying their entitlement to go ashore.

In an unusual cooperative venture, members of the Round Table of shipping organizations—BIMCO, the International Chamber of Shipping (ICS) and International Shipping Federation (ISF), Intercargo and Intertanko—tackled the issue of maritime security and jointly wrote an open letter to U.S. Secretary of State Colin Powell expressing the shipping industry's concerns. The industry also is engaging with U.S. embassies and consulates worldwide as part of a global effort to raise awareness of the shore leave problem. Roundtable members aligned with the International Transport Workers' Federation (ITF) in a further show of unity to further their agenda.

"On World Maritime Day we are all joining to back the basic rights of those who work at sea and to remind the U.S. and other governments that enhanced security will be achieved by cooperation, not confrontation," said ITF General Secretary David Cockroft.

ICS/ISF Secretary General Chris Horrocks added: "We are all committed to improving security, as demonstrated by the implementation of the ISPS Code (International Ship and Port Facility Security Code), but we want to remind governments—especially the U.S.—that this is best achieved by working together, not by treating visiting seafarers as potential terrorists."

Efthimios Mitropoulos, secretary-general of the IMO, while praising the rapid work done in the maritime community to progress and implement the ISPS Code has called for balance between the need to strictly implement the new security regime and to facilitate global trade. Mitropoulos said that balance also was also necessary between the need to tighten security precautions against terrorists who might pose as seafarers, "the rights of seafarers themselves" and the "traditional and legally enshrined rights of ships to enjoy

freedom of navigation on the high seas."

On security matters, Mitropoulos urged unceasing preparedness. "Now that the new international maritime security measures are in force, we must not make the mistake of resting on our laurels and assuming the work has been completed," the secretary-general said. "The risks are too high to allow for any hint of complacency and we must make sure that high levels of vigilance and awareness are maintained and built upon until they become second nature throughout the shipping and port industries.

"Terrorism is not a matter of concern to just one country or a group of countries—it is a global issue that affects us all," he said. "We should spare no effort to ensure that, together, we build a robust and resilient defense."

The text of the alliance's letter to Secretary Powell, dated Sept. 30, follows:

Seafarers play a significant role in the smooth operation of the world economy, with around 90% of trade in the world's raw materials, food and products being transported by sea. On the occasion of World Maritime Day, we are therefore writing to draw your attention to a particular problem confronting the global shipping industry and the 1.25 million seafarers working on board merchant ships that service international trade.

Due to the special nature of seafarers' employment—with crew working at sea during voyages of several weeks' duration—the provision of shore leave in the foreign ports that seafarers visit is vital to ensure their wellbeing and welfare. However, one of the unresolved problems created by post 9/11 security concerns is the tighter restrictions being placed on the movement of seafarers by certain governments, not least the United States.

Apart from concerns about welfare, the entry into force of the International Maritime Organization (IMO) International Ship and Port Facility Security (ISPS) Code has conferred a major new security role on seafarers. Maritime employers and seafarers' trade

unions therefore believe that unreasonable restrictions on shore leave are counterproductive. They simply generate ill feeling amongst those who have such an important part to play in ensuring the security of ships, port facilities and society at large.

The most acute problems have been experienced in the United States, where in addition to the frequent denial of shore leave some companies have been required to hire armed guards to prevent foreign seafarers from leaving their ships. However the problem is widespread, with many other countries no longer adhering to the principle that seafarers should not be required to obtain visas in order to enjoy shore leave, established in international law by the IMO Facilitation Convention, 1965, and the International Labour Organization (ILO) Seafarers' Identity Documents Convention, 1958.

To address concerns about security following the 2001 terrorist attacks on the United States, but in a manner compatible with providing seafarers with shore leave, ILO has adopted, in June 2003, a new Convention on the Security of Seafarers' Identity Documents (ILO 185).

Crucially, the Convention maintains the principle that port states must afford special treatment to seafarers for the purpose of facilitating shore leave or crew transits, and that seafarers holding the new ID should not normally be required to apply for a visa in advance in their home country. The global shipping industry and seafarers' trade unions are especially concerned that seafarers must now hold individual visas for entry to the US in order to have any possibility of being granted permission to enjoy shore leave. Apart from the practical difficulties this policy creates, it also gives a negative signal to other governments that are considering whether to ratify the new ILO Convention.

As we celebrate World Maritime Day, we respectfully urge the United States to do all that it can to facilitate the movement of seafarers and the provision of shore leave.

*Yours sincerely,
David Cockroft
General Secretary
International Transport Workers' Federation
Chris Horrocks
Secretary General
International Chamber of Shipping/International Shipping Federation*

(On behalf of the Round Table of international shipping associations)

Meanwhile, as members of the Round Table were observing World Maritime Day 2004 in London, Pope John Paul II prayed for seafarers worldwide. At a meeting at his summer residence, the Pope said that his thoughts went out to all who worked at sea, and prayed "that they may be able to live with dignity and security."

Elsewhere, World Maritime Day for the first time was commemorated in Port Arthur, Texas. As in other locations around the world, the issue of shore leave took center stage during the Port Arthur observance.

Rev. Sinclair Oubre of the Apostleship of the Sea and the Port Arthur International Seafarers



ITF Inspector Shwe Aung told those who attended World Maritime Day activities in Port Arthur, Texas how difficult life is for seamen who work aboard flag-of-convenience (FOC) vessels. He also discussed the difficulties he encounters when attempting to gain access on FOCs to perform inspections.



Rev. Sinclair Oubre of the Apostleship of the Sea holds a press conference in Port Arthur, Texas on the campus of Lamar State College during the World Maritime Day commemoration. During his remarks to the media, Oubre called for the support of shore leave for mariners coming into U.S. ports.

Center, called for ways for foreign seafarers to have shore leave on U.S. soil, *The Beaumont Enterprise* reported.

"With three liquid natural gas facilities in the planning stages for the Port Arthur area, our maritime

future is bright and exciting. I pray that as we move into that future that the seafarers who are essential to our community will not be seen as a 'problem,' but an opportunity to welcome and serve," said Oubre, who is an SIU member.

Benefits Conferences Will Take Place at SIU Halls in 2005

The Seafarers Health and Benefits Plan (SHBP) will conduct conferences at SIU halls beginning early next year to update members, pensioners and spouses on the latest happenings with the various Plans.

SHBP Administrator Bill Dennis said the conference dates will be firmed up some time this month; they'll be published in the December issue of the *Seafarers LOG* and also will be made available at the halls and on the union's web site (www.seafarers.org).

Information on all of the Seafarers Plans will be available at the conferences. Seafarers, pensioners and family members are encouraged to attend.

"I'm very confident that the benefits conferences will be worthwhile for all who attend," Dennis stated. "Plans representatives will present plenty of information and of course will welcome questions from Seafarers, pensioners and their spouses. If we can't immediately answer a question, we'll write it down and get the answer back to the member or spouse."

Two of the more prominent topics at the conferences will be the SHBP's recent affiliations with First Health Network and (separately) Prescription Solutions.

As previously reported, the First Health Network agreement took effect Nov. 1. By utilizing First Health, the SHBP is helping to eliminate applicable out-of-pocket costs for Seafarers. Additionally, one of the biggest expected advantages is that Seafarers using the network no longer will have to worry about doctors' charges exceeding the "reasonable and customary" coverage limit, since the network and its participating physicians agree to a set fee schedule.

More than 4,500 hospitals and some 425,000 physicians and ancillary providers participate in First Health Network. According to the company, 99 percent of hospitals and 96 percent of physicians and ancillary providers normally renew their respective contracts with the network.

A quick visit to First Health's web site (www.firsthealth.com, login ID SHBP) backed up the company's status as a large network, giving Plan participants plenty of choices. A search for participating clinics and physicians within 20 miles of the SIU's Algonac, Mich. hall returned 984 matches. A search for providers located within 5 miles of the Baltimore hall yielded 2,674 matches. Large numbers also were the norm for searches within 5 miles of the halls in Boston (8,850 participants), Houston (3,794), Honolulu (560), Jacksonville (1,069), New Orleans (937), New York (4,315), Norfolk (804), San Francisco (2,847), Tacoma (1,056), Wilmington (1,116) and others.

At the start of 2004, the SHBP entered into an agreement with Prescription Solutions, a national pharmacy management company, to provide pharmacy benefits to all eligible participants.

Under this agreement, the cost of prescribed drugs has been greatly reduced, resulting in a savings to the Plan and to participants. Eligible members and dependents participating at Plan Level G pay only small co-payments for certain prescribed name brand drugs. In addition, maintenance drugs are available without a co-pay when a participant uses the mail-order system.

The program provides coverage for new as well as refill prescriptions filled at participating retail pharmacies and through the Prescription Solutions Mail Services Pharmacy. To use the program, members present their Prescription Solutions ID cards to any participating pharmacy.

Rep. Vitter Salutes Mariners

U.S. Rep. David Vitter (R-La.) made the following statement in the House of Representatives on World Maritime Day (Sept. 30).



U.S. Rep. David Vitter (R-La.)

Mr. Speaker, I rise today to recognize September 30 as World Maritime Day. I urge the members of Congress to join me in saluting the hard-working men and women of the Merchant Marine.

Each day, mariners perform a vital service in the global economy by ensuring that international trade proceeds without interruption. They work long hours in all kinds of weather. Whether they sail on the storm-tossed waves of the North Atlantic or the tropical heat of the South Pacific, these men and women perform their duties without recognition or fanfare.

Mariners and many others contribute to homeland security, and we must give them the support they need to effectively keep our ports safe. As we recognize Maritime Day, we cannot overlook the human element. Mariners sail for many weeks without being ashore or hearing a loved one's voice on a call home.

We thank the mariners for their continued commitment to keeping us all secure, and we focus our attention on the challenge in their industry of balancing security needs with mariners' need for shore leave. I urge members of Congress to join me in working to reach a solution that provides the utmost in security for ports and harbors around the world while allowing for the personal needs of the men and women who sail these great ships.

I come to the floor of the House of Representatives to salute and honor the men and women of the Merchant Marine on this World Maritime Day.



Left: SIU Honolulu Port Agent Neil Dietz and SEATU Assistant Vice President Elizabeth Brown wave their campaign signs in front of the union hall in support of Rep. Neil Abercrombie (D-Hawaii). Abercrombie is one of maritime's strongest allies in Congress and a good friend to the SIU.



Kenneth McLamb, bosun aboard the *Blue Ridge*, sent in this photo of unlicensed apprentice John Niday flying in the bosun's chair in order to work on block and slushing wire. Since this photo was taken, Niday has returned to the Paul Hall Center to upgrade to AB.

At Sea and Ashore With the SIU

Right: This photo of SIU Tacoma Port Agent Bryan Powell (left) and Tim Farrell, executive director of the port of Tacoma, was taken at a recent meeting during which discussions were held pertaining to the Jones Act and short sea shipping as well as maritime and port security issues.



After 36 years with the SIU, Tugboat Captain John Rakyta (front center) is retiring. Helping celebrate the event at the Crowley Maritime office in Oakland, Calif. are Javier Montoya, Bruno Kalmeta, Dragi Odak, Bob Bouton, Craig Perry, Homer Roberson, Ed Brooks, Mike Restivo, George Cox, Jim Penny, Chad Macaulay, Mike Privette, George Sponge, John Ivankovich and Marijan Masnov.



Seafarers come to the aid of Teamsters Local 830 in setting up picket lines at Bell Beverage in Philadelphia. At left are SIU members Bill Kelly and Mike Joel. At right is SIU member Andrew Austin with help from his son. Local 830, which is in the process of organizing drivers at Bell Beverage, is trying to raise public awareness of the firm's substandard wages and benefits.

Recertified Bosun Carlos Loureiro (below) is at the control station of the boom aboard the *Alaskan Frontier*, waiting for a signal from AB Mike Bedney (right). Below right, AB Domingo Cazon stands by during a fuel oil transfer. The *Alaskan Frontier* is one of several new vessels operated by SIU-contracted Alaska Tanker Co. to transport crude oil from Valdez, Alaska to oil refineries along the U.S. West Coast. These photos were taken in Long Beach, Calif.



Working in the galley aboard the *Overseas Joyce* are Steward/Baker Jack Hart (left) and GSTU Herman Sanga. These photos were taken when the car carrier recently docked in Long Beach, Calif.



Left: SIU member Paul Jernstrom is the captain aboard an American Marine Corp water taxi in Long Beach, Calif., while his brother, Nils, works as a deckhand.

Women's Work Is in All Three Departments

Once a Rarity, Female Seafarers Are More Common Sight

Women in the late 1800s smashed the blockade that once prevented them from working in the male-dominated U.S. maritime industry.

At that juncture, women worked primarily as stewardesses, hairdressers and in other similar capacities aboard passenger ships. When those vessels were taken over by the government—after the U.S. entered World War II—many of those women lost their jobs. They were required to relinquish their positions when their vessels returned to U.S. ports after Dec. 7, 1941.

One of those women, says the www.usmm.org website, was Betty Jackson. Jackson, in correspondence to President Franklin D. Roosevelt about the plight of women mariners, said: "We are not afraid of the dangers and we are willing to put up with any



AB Tina Lester hones her skills during a marlinespike seamanship class.

inconvenience as long as we can be reinstated and go back to sea."

Her calls for women to be allowed to return to their professions and serve the country during the war were met by deaf ears. Admiral Emory Scott Land, head of the Maritime Commission and War Shipping Administration, replied to Jackson and said simply that there were no provisions on wartime ships for women crew members. Although Jackson's request was turned down, official records show that three women were awarded the merchant marine combat bar after their ships were torpedoed, and four women were POWs.

Fast forward to the present and it's evident that the old ideologies regarding women and their supposed "place" in the maritime industry have changed. Some 200 years after women initially broke into the maritime business and more than 50 years following pleas by pioneers like Jackson to allow them to remain there, today's women merchant mariners—especially those in the SIU—are fast becoming trailblazers. Women mariners prominently are represented in jobs found within each of a vessel's ship-board departments.

While little information exists about the number of women who sailed under the SIU's banner at its inception in 1938, figures since 1951 paint an unmistakable portrait of significant progress. Overall membership went from 19 in 1951 to its pinnacle in 1993 when 693 women sported the SIU



Female students routinely populate the Paul Hall Center, as evidenced by this photo from last month showing upgraders and unlicensed apprentices enrolled at the facility in Piney Point, Md.

colors. In 1951, seven women held deck department ratings, two worked in the engine department and 10 served as stewards. Today's numbers for the same ratings are 72, 10 and 309, respectively, with another 39 sailing in entry ratings not confined to one department.

"The number of women in the SIU definitely is growing now compared to when I joined three years ago," said Natalie Nunes, a steward department member who joined the union in 2001 in the port of Honolulu. Nunes recently upgraded to chief steward at the Seafarers-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md.

"When I first came to school here as an apprentice, there were only three women in 200 students. Now that number is about one in three, so the landscape is changing" Nunes said. "Another

difference is that women now are going into work areas that previously were dominated by men to include management. I think this is good news not only for women, but also for the union and the maritime industry as a whole because women can do any job that men can."

A native of Honolulu, Nunes has sailed aboard the *USNS Charlton* and the *USNS Watson* as well as aboard SIU-contracted passenger ships. She returned to the *USNS Pomeroy* after completing requirements for her chief steward certification.

"Working at sea is challenging because you are away from your family and for the most part away from civilization as well," Nunes

said. "You can be gone for days on end, and being the only woman in a house with 30 guys potentially could be nerve-racking. It really does not bother me, though, because I think of them as my brothers, and they have always been nice and very respectful to me."

"I love what I am doing and I can't begin to thank the SIU for the success I have had," Nunes concluded. "I know I would not be where I am if it was not for the union. Being in the SIU is like a dream come true for me, because I love my job and I definitely plan to stick around for a lot of years."

Nunes' reflections about choosing a maritime career were echoed by Phase III Steward Department Trainee **Jamey Russell**. A newcomer to the union, Russell came aboard this year in January in Anchorage, Alaska.

"I was the only female in a crew of 27 on my training ship—the *Sealand Defender*—and I really did not have any major problems working

with the men," Russell said. "They all treated me as an equal and showed me the utmost in terms of respect, so I really did not have any problems."

"From my perspective, women are just as capable as doing every job on a ship that men do," she

"Being on a ship with the rest of the crew is just like being with family."

— Chief Cook Kim Strate

Continued on page 20

PL 480 'Food for Peace' Program Celebrates Fiftieth Anniversary

When President Dwight D. Eisenhower signed the Agricultural Trade and Development Act into law five decades ago, he said the purpose of the legislation was to "lay the basis for a permanent expansion of our exports of agricultural products with lasting benefits to ourselves and peoples of other lands."

The measure, now known as the Public Law (PL) 480 "Food for Peace" program, has done that many times over, facilitating the sale of some \$30 billion worth of commodities and 107 million tons of food aid. In addition, by generating an important source of cargo for U.S.-flag vessels, it has helped preserve a viable American maritime industry and enhanced critical U.S. security interests.

In any given year, anywhere from 47 to 106 nations will receive some kind of humanitarian food aid from the United States. Last year, 133 million people across the globe were the recipients of American generosity.

One hundred thirty-five nations have received some kind of humanitarian aid since 1954. Some, like Taiwan and South Korea, have gone on to become thriving democracies and economic powerhouses. On average, the United States provides 60 percent of the world's food aid.

As President John F. Kennedy observed early in his presidency, "Food is strength, and food is peace, and food is freedom, and food is a helping hand to people around the world whose good will and friendship we want."

Farmers are not the only group of workers involved in the program. Secretary of State Colin Powell recently noted that the PL 480 program also "is the work of ... businessmen, grain elevator operators, truckers, bargemen, freight forwarders, port operations, NGOs, PVOs and government officials. Together, they form an unbroken chain of humanity stretching from this country's fertile fields to hungry families half a world away."

It is important to remember that in the same year that Congress passed the Agricultural Trade and Development Act, the elected officials also strengthened existing U.S.-flag shipping requirements for government-generated cargo by enacting the Cargo Preference Act of 1954. Both bills came at a pivotal time in the history of the American

maritime industry.

The U.S.-flag merchant marine played an instrumental role in supporting American troops in both World War II and Korea. However, it was hit hard by the Ship Sales Act of 1946, which sold surplus U.S.-flag vessels overseas at bargain-basement prices, and the adoption of the Effective U.S. Control Doctrine in 1947, which effectively gave rise to the "flag-of-convenience" (FOC) system.

The effect of these two developments on America's deep-sea industry had become clear by the early 1950s: the U.S.-flag merchant marine, once the largest in the world, was fast losing its preeminence to the notorious fleets of Panama, Honduras and Liberia, disreputable "for rent" registries that allowed ship owners to evade paying taxes and skirt existing health, safety, environmental and labor standards.

Concerned about this, Paul Hall, the late SIU president, worked with Sen. Warren Magnuson (D-Wash.) and others on Capitol Hill to alleviate the situation. While the maritime industry continued to wage a campaign against FOC fleets, a quick resolution to that problem wasn't possible. International oil companies, which had helped engineer the FOC scheme, held too much political power.

Strengthening Cargo Preference

To compensate for this, Magnuson decided to strengthen existing cargo preference requirements for foreign aid cargoes that were passed in the wake of World War II. The 50 percent requirement was only met twice, in 1946 and 1954.

Calling this record "a tragedy," Sen. John Marshall Butler (D-Md.), another supporter of the Cargo Preference Act of 1954, put the matter into perspective by observing on the Senate floor, "No other nation in the world having a merchant marine of any size would be content to have it carry such a small portion of its own foreign trade. Instead of reaching our stated objective of 50 percent, we seem to be retreating from it. I am confident that Congress did not intend and will not permit this competitive decline in our maritime strength to continue long."



Bags of lentils are one of the many products shipped overseas on U.S.-flag vessels under the PL 480 Food for Peace program.

The Cargo Preference Law of 1954 is hardly unique. Most nations impose national-flag requirements on certain types of government-impelled cargoes. They do so because cargo is the lifeline of any merchant fleet. As the MTD executive board observed earlier this year, "In order to remain healthy, American bottoms need a steady supply of cargo. The longstanding U.S. law to require at least 50 percent of government sponsored cargoes and 75 percent of certain agricultural cargoes be carried on U.S.-flag vessels crewed by U.S. citizen mariners has responded to that need."

By marrying humanitarian food aid programs and the Cargo Preference Act of 1954, Congress also scored an important diplomatic coup. If a picture is worth a thousand words, then so is a national flag flying over a vessel laden with humanitarian goods. At a time when the Cold War was at its hottest, this was an important consideration.

Fifty years later, when America is in a life-and-death struggle against agents of terror, it still is. And so are the irreplaceable benefits that both the PL 480 program and the Cargo Preference Act of 1954 continue to generate by helping ensure the continuation of a strong U.S. maritime industry.

Spotlight on San Francisco



PRESIDENT GRANT

Ali M. Quraish (right) is the ACU aboard the *President Grant* (below).



MOKIHANA

The galley gang aboard Matson's *Mokihana* include (clockwise from top left) Chief Cook Richard Walker, Steward/Baker Reynaldo T. Magpale and ACU Eduardo Munizaga.



MILLENNIUM STAR

Timothy Manes works as a deckhand on the *Millennium Star*, an SIU crewed escort vessel operated by Starlight Marine Services, Inc. in the port of San Francisco.



APL SINGAPORE

When the *APL Singapore* recently sailed into the port of San Francisco, working in the galley were (clockwise from right) Chief Steward Duane Bergeson, ACU Fadel Hasan and Chief Cook Dominador Guerrero.



KAUAI — Working as a team aboard Matson's *Kauai* are (from left) Room Steward Mosa Mohamad, Steward Carol Grycko and ACU Ahmed Mohamed.



Safety instructor Mitch Oakley from the Paul Hall Center for Maritime Training and Education in Piney Point, Md. was in San Francisco recently to conduct a general security awareness course for SIU members. From left (kneeling) are Oakley, Gene Aruta, Willie Alataua, (second row) John Stein, Rey Dimacale, Louella Sproul, Greg Blasquez, Steve Biles, Kevin Cooper, (last row) John Blasquez, John Schoenstein, George Pino and Jason Schoenstein.



The *Horizon Spirit* transports containerized cargo to and from the continental U.S., Alaska and Hawaii as well as providing transpacific service to the Pacific islands of Guam, Saipan and Tinian. The photos of crew members appearing on this page were sent to the *LOG* by Jevon C. Vontoure, the electrician aboard ship during an August voyage.

Left: ABs prepare for docking operations in port.

Right: James "Jimi" Spranza, the 12-4 oiler, grabs a bite to eat.

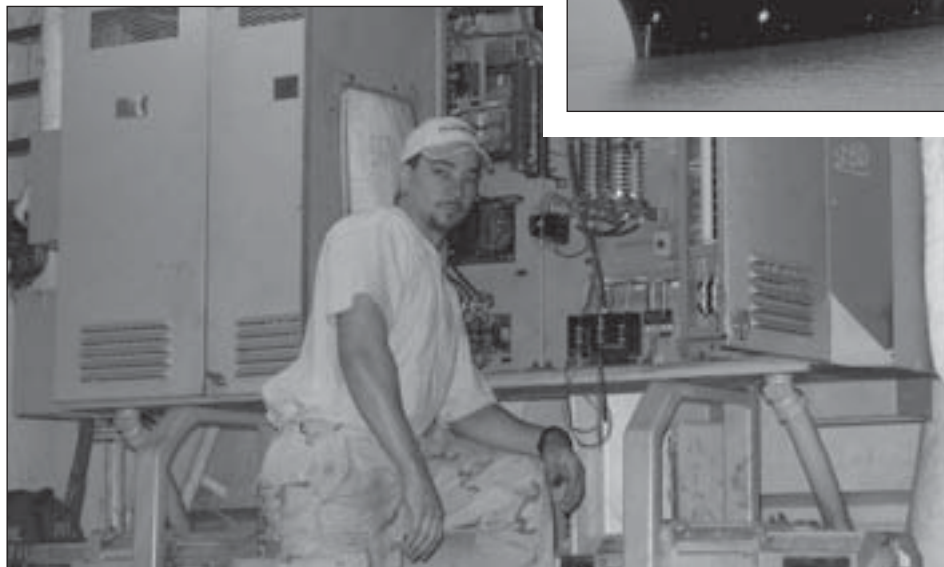


Standing the 12-4 watch is AB Joseph Loyal.

Working Aboard the Horizon Spirit



Chipping is one of the shipboard tasks being carried out by Recertified Bosun Ralph Gibbs.



Electrician Jevon Vontoure, who sent the *Seafarers LOG* the photos of crew members appearing on this page, checks the vessel's electrical system.



Working on deck is Leopoldo Viernes Jr., the 4-8 AB aboard the *Horizon Spirit*.



AB Shawn Strand helps secure the lines for docking.



Chief Cook Wilfred Scales and Wiper Luis Aguirre find a place in the freezer for this neatly packaged fish.



Abdul Rahman presses a button to blow the tubes. Rahman is the 4-8 oiler on the *Horizon Spirit*.

Initial Mobilization For OIF3 Includes 9 SIU-Crewed Ships

The U.S. Military Sealift Command (MSC) last month accelerated its pace for mobilizing and deploying civilian-crewed vessels for the sealift component of Operation Iraqi Freedom 3 (OIF3).

As of press time for the *Seafarers LOG*, no fewer than nine vessels—all crewed by members of the SIU, including the union's Government Services Division—recently had been mobilized for OIF3. These included (MSC vessels) the *USNS Arctic*, *1st Lt. Baldomero Lopez*, *Sgt. William R. Button*, *USNS Charlton*, and U.S. Maritime Administration's (MarAd) *Cape Rise*, *Cape Race*, *Cape Douglas*, *Cape Knox* and *Cape Wrath*.

The MSC fast combat support ship *USNS Arctic* on Oct. 13 deployed with the Harry S. Truman Carrier Strike Group for a six-month deployment in support of the global war on terrorism. Crewed by 160 civil service

mariners and 60 embarked Sailors, the 754-foot *Arctic* is one of more than 30 civilian-crewed MSC ships that provide at-sea logistic support to deployed U.S. Navy ships. Ships like the *Arctic* enable Navy combatant ships to remain at sea, on station and combat ready for extended periods of time.

The *Arctic* will provide food, fuel, supplies and ammunition to the carrier strike group throughout its deployment. With a top speed of 25 knots, the *Arctic* is ideal for re-supplying Navy ships at sea. Additionally, two on-board Navy MH-60 helicopters will provide vertical replenishment.

Three other MSC

ships, the *1st Lt. Baldomero Lopez*, *Sgt. William R. Button* and *USNS Charlton* from Oct. 3-13 took turns pulling into the



The *1st Lt. Baldomero Lopez* is underway supporting U.S. troops.



The SIU-crewed *Cape Race* loads materiel in Norfolk, Va.

port of Philadelphia. The vessels loaded more than 400,000 square feet of combat gear destined for deployed U.S. forces in Operation Iraqi Freedom.

The SIU-crewed, noncombatant cargo ships were loaded with five-ton trucks, trailers, generators, helicopters and ambulances for use by the U.S. Army National Guard's 42nd Infantry Division, also known as the Rainbow Division, based out of Troy, N.Y.

MarAd vessels to deploy included the *Cape Rise*, *Cape Race*, *Cape Douglas*, *Cape Knox*

and the *Cape Wrath*. Part of MarAd's Ready Reserve Force (RRF), these vessels—each laden with huge caches of military supplies and equipment—last month departed ports in Norfolk, Va., Charleston, S.C., New Orleans, and Baltimore for several destinations in the Middle East. They are part of a fleet of 68 ships owned and maintained by the U.S. Department of Transportation's Maritime Administration. The ships are crewed by Seafarers who volunteered for this potentially hazardous duty.

Apply Now for 2005 Scholarship

There's no escaping the fact that college costs are continuing to rise. The cost of higher education has been increasing significantly faster than the rate of inflation or the growth in family incomes for decades. According to recently released reports from the College Board, most students and their families can expect to pay, on average, from \$231 to \$1,114 more than last year for this year's tuition and fees, depending on the type of college.

The bad news is that this crisis in America's higher education system threatens to push the dream of college out of reach for millions of students and families.

The **good news**, however, is that help is available. One example is the Union Plus Scholarship Program (see article on this page). Another one—solely for Seafarers and their eligible dependents—is offered by the

Seafarers Health and Benefits Plan. This year, the Plan is funding eight scholarships to SIU members, their spouses and dependent children to help offset the rising rates for a college education.

Three of the scholarships for 2005 are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

The deadline for submitting the application and other required paperwork is April 15, 2005. That leaves five months from now in which to send away for the program booklet and start working

on collecting the items needed for inclusion with the application (such as transcripts, certificates of graduation, letters of recommendation, a photograph and certified copy of birth certificate). Applicants also should arrange to take either the SAT or ACT no later than February 2005 in order to ensure the results reach the selection committee in time to be evaluated.

Anyone who truly wants to continue his or her education beyond the high school level should be able to do so—and the Seafarers Health and Benefits Plan is trying to help.

Take advantage of this unique benefit. Fill out the form below and start the process.

Brother Butts Given Burial at Sea

On Tuesday, Sept. 28, 2004, Brother **Herman Burnell Butts Jr.** made his final voyage as his ashes were scattered upon the waters by members of the SIU-crewed *Sealand Florida*. The burial service, conducted by Capt. Robert



C. Sargeant at Latitude 26-18 North, Longitude 088-12 West, included prayers and a poem. Born in Mobile, Ala. in 1956, Butts, who died July 15, 2004, was a 1973 graduate of the trainee program at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He shipped from the port of Houston, sailing in both the deep sea and inland divisions. He is survived by his mother, Mrs. Herman B. Butts Sr.; daughter Mandy Butts of Dripping Springs, Texas; sisters Rhonda Faye Davis of Houston and Lisa Eileen Walker of Columbia, Miss.; brother Steven Butts of Rio Medina, Texas; and grandchildren Logan M. Park and Madison M. Albarado. Seafarers aboard the ship during the ceremony included Bosun **Frank Thompson**, ABs **Miguel Guity**, **Robert Arneel**, **Bartow Bridges**, **James Rush** and **Curtis Williams**; Electrician **Eric Bain**, QMED **Jeffery Roddy**, DEU **Joaquin Martinez**, Steward/Baker **Donna DeCesare**, Chief Cook **Daniel Wehr** and SA **Younis Saleh**.

Union Plus Provides Funding For Higher Education Goals

Applications for the 2005 Union Plus Scholarship Program—which offers \$150,000 in scholarships annually to eligible applicants—now are available.

Those eligible to apply for this offering include SIU members, their spouses and dependent children who are beginning or continuing their secondary education. Awards are based on academic achievement, character, leadership, social awareness, career goals and financial need.

To download an application, go to www.unionplus.org/scholarships or send a postcard with your name, return address, telephone number and international union affiliation to: Union Plus

Education Foundation, c/o Union Privilege, P.O. Box 34800, Washington, DC 20043-4800. The application deadline is Jan. 31, 2005.

In 2004, 106 students, representing 38 AFL-CIO unions, were selected to receive \$150,000 in scholarships. Funding for the Union Plus Scholarship program is provided through the Union Plus Education Foundation.

Since 1992, the Union Plus Scholarship program has provided more than \$2 million to help fulfill the educational dreams of students who represent more than 13 million working families across the nation. Union Plus Scholarship awards are presented

annually.

Winners of 2005 scholarships will be announced on May 31, 2005. However, due to the high volume of applications, only winners will be notified.

The Union Plus Education Service features college planning help, union scholarships and education and consolidation loans. Visit www.unionplus.org/education or call 1-877-881-1022 to speak to a financial aid counselor.

Union Privilege, founded by the AFL-CIO in 1986, develops and manages the Union Plus consumer benefit programs. These programs are designed to help the families of the 13 million members of the AFL-CIO affiliated unions save time and money. For more information about all the Union Plus programs, visit www.unionplus.org.

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

11/04

SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension Trust, (Employer Identification No. 13-6100329, Plan No. 001) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$37,032,955. These expenses included \$6,473,794 in administrative expenses and \$30,559,161 in benefits paid to participants and beneficiaries. A total of 16,726 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$638,855,090 as of December 31, 2003 compared to \$584,834,167 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$54,020,923. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$91,053,878, including employer contributions of \$4,306,990, gains of \$7,777,428 from the sale of assets and earnings from investments of \$78,967,208.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

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

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

The charge to cover copying costs will be \$4.95 for the full report, or \$0.15 per page for any part thereof.

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

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

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

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

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan, (Employer Identification No. 51-6097856, Plan No. 001) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$715,588. These expenses included \$204,240 in administrative expenses and \$511,348 in benefits paid to participants and beneficiaries. A total of 1,001 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,844,324 as of December 31, 2003 compared to \$8,507,070 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$337,254. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$1,052,842, including gains of \$335,449 from the sale of assets and earnings from investments of \$717,393.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to

service providers;

3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets;
5. Insurance information including sales commissions paid by insurance carriers; and
6. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of:
William Dennis, Administrator
5201 Auth Way
Camp Springs, MD 20746
(301) 899-0675

The charge to cover copying costs will be \$5.40 for the full report, or \$0.15 per page for any part thereof.

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

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

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

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

SUMMARY ANNUAL REPORTS

SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug and Dredge Pension Plan, (Employer Identification No. 13-1953878, Plan No. 003) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,437,588. These expenses included \$234,898 in administrative expenses and \$1,202,690 in benefits paid to participants and beneficiaries. A total of 255 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$24,672,779 as of December 31, 2003 compared to \$22,634,736 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$2,038,043. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$3,475,631, including employer contributions of \$135,641, gains of \$792,149 from the sale of assets and earnings from investments of \$2,547,841.

Minimum Funding Standards

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

Your Rights to Additional Information

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

are included in that report:

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

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

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

The charge to cover copying costs will be \$4.05 for the full report, or \$0.15 per page for any part thereof.

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

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

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

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION PLAN

This is a summary of the annual report for the Seafarers Vacation Plan, (Employer Identification No. 13-5602047, Plan No. 503) for the period January 1, 2003 to December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$15,257,627 as of December 31, 2003 compared to \$15,571,521 as of January 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$313,894. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$49,029,365. This income included employer contributions of \$47,627,023, realized losses of \$64,502 from the sale of assets and earnings from investments of \$1,466,844. Plan expenses were \$49,343,259. These expenses included \$5,883,481 in administrative expenses and \$43,459,778 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

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

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

or the Plan Administrator

The charge to cover copying costs will be \$3.60 for the full report, or \$0.15 per page for any part thereof.

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

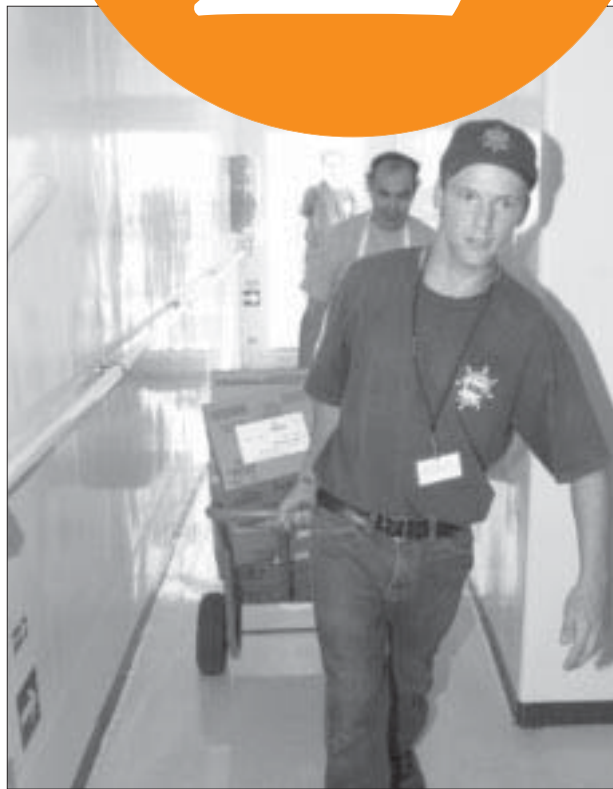
You also have the legally protected right to examine the annual report at the main office of the plan:

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

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

PHASE 2

Shipboard Training Is Key Of Unlicensed Apprentice



Unlicensed Apprentice Ryan White helps bring stores aboard ship (top photo) and selects the correct bolt in the tool room (below).



ABOVE: The shipboard fare apparently agrees with (from left) UAs Esterheld and Ryan White, SA Fabian Aguilar and UA Tim Cullen.

LEFT: UA Mike Esterheld unloads a pallet aboard the *Freedom*.

RIGHT: Chief Steward Frank Starling and UA Mike Esterheld load stores.



Practical training is an important part of the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Through all three phases of the curriculum, students utilize hands-on schooling, along with classroom instruction in the program's first and third segments.

When it comes to gaining practical experience, however, nothing tops Phase II of the apprentice program. During this period, students spend at least 90 days aboard a vessel, alternately working in each of the three shipboard departments.

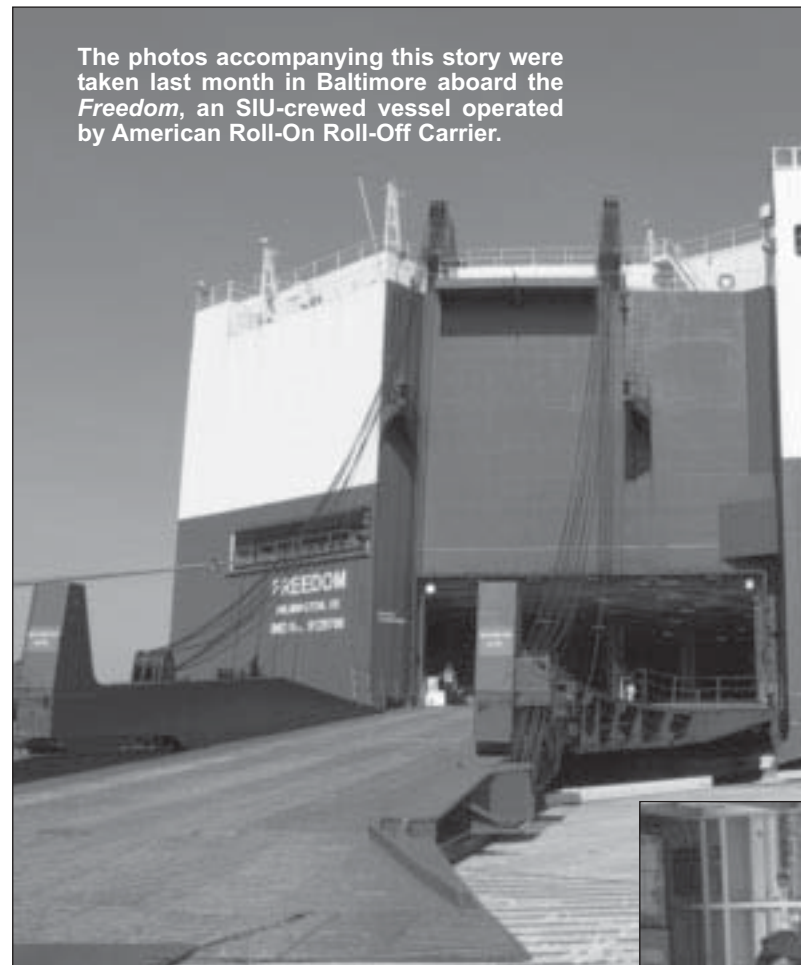
Since the school revamped the trainee program in the mid-1990s, Phase II has proven beneficial to all concerned. It helps turn out more qualified mariners from the program. It also has increased the retention rate and puts mariners on a quicker track toward career advancement.

"By and large, most of them come out of here never having seen a large ship," noted J.C. Wiegman, assistant director of training at the Paul Hall Center. "The experience they gain during Phase II helps them make an informed choice as to which department they want to work in long-term."

Students earn sea time credit for Phase II.

For more information on the unlicensed apprentice program or the school, visit the Paul Hall Center section of www.seafarers.org or call toll-free 1-877-235-3275.

The photos accompanying this story were taken last month in Baltimore aboard the *Freedom*, an SIU-crewed vessel operated by American Roll-On Roll-Off Carrier.



ABOVE: Unlicensed apprentices spend 30 days in each shipboard department. Here, UAs Tim Cullen (left) and Ryan White examine equipment in the engine room.



Crew members



Chief Cook

Key Component of the Program



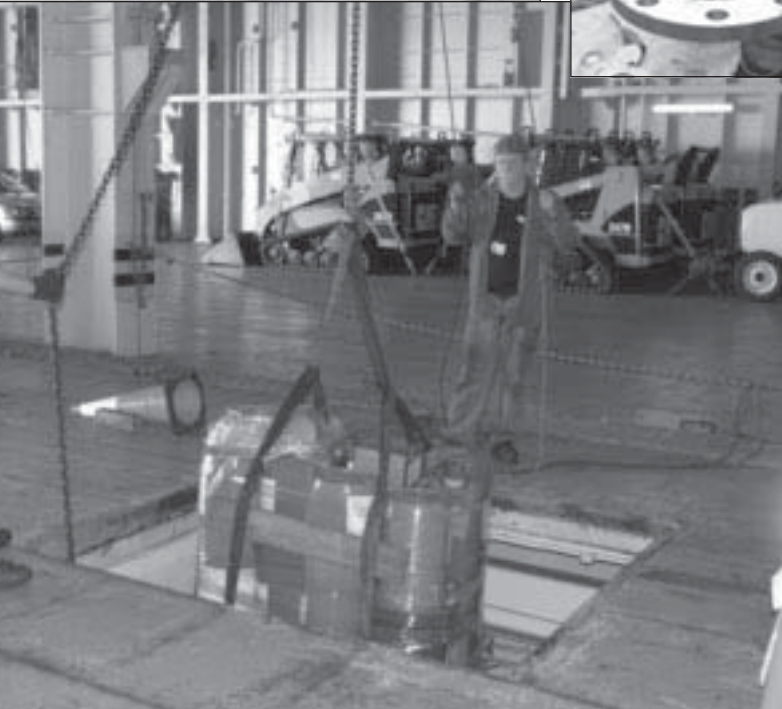
ABOVE: UA Mike Esterheld works with valve controls.



LEFT: UA Tim Cullen washes dishes in the galley.



BELOW: UAs Ryan White (kneeling) and Mike Esterheld are on duty in the engine room.



Crew members watch as cargo is loaded into the *Freedom's* hold.



Carlo Balajadia, bosun of Class 646 in the unlicensed apprentice program, takes the wheel.



Cecil Scieio provides service with a smile.



The apprentices find a way to relax during some off-time.

Unlicensed Apprentices Eager to Uphold Legacy

Students in the Paul Hall Center's unlicensed apprentice program come from all over the country and, not surprisingly, typically have diverse backgrounds.

One thing they normally share, however, is an eagerness to tackle new challenges while helping uphold the U.S. Merchant Marine's traditional role as the nation's fourth arm of defense.

That spirit was reflected in a Phase III graduation speech given last month by **Carlo Balajadia**, bosun of Class 646. Some of his comments follow.

Our Biggest Assessment

"It wasn't about tying knots or putting out a fire. It wasn't about giving davit commands or

knowing the different parts of the MSDS.

"All of the assessments we took during our classes were definitely important, but the biggest and most important one was the four-and-a-half months we spent in the dorms during Phase I and Phase III.... The rules that we lived by provided the structured environment that it takes to make a quality person. How do we know if we passed that assessment? We know we passed because we are here today....

"The U.S. Merchant Marine has played a vital role supporting our troops overseas. Through two world wars and many conflicts thereafter, including our continued fight in the war on terrorism, the merchant marine continues to be called upon and continues to face sealift challenges undaunted. It is a legacy that is being handed down to us and, in time, it will be our legacy to hand down to future generations of Seafarers.

"Today, I am proud to present to the SIU 31 of the most qualified individuals for the quality, in-demand jobs that are out there. These jobs are unconventional and often times dangerous, but we have answered the call of the sea and we are ready to sail."

SUMMARY ANNUAL REPORT FOR WELFARE FUND OF THE NMU PENSION AND WELFARE PLAN

This is a summary of the annual report of the Welfare Fund of the NMU Pension and Welfare Plan, EIN 13-6700827, Plan No. 501, for the period January 1, 2003 through December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Insurance Information

The plan has contracts with Connecticut General Life Insurance Company to pay dental claims incurred under the terms of the plan. The total premiums paid for the plan year ending December 31, 2003 were \$309,225.

Because they are so called "experience-rated" contracts, the premium costs are affected by, among other things, the number and size of claims. Of the total insurance premiums paid for the plan year ending December 31, 2003, the premiums paid under such "experience-rated" contracts were \$309,225 and the total of all benefit claims paid under these experience-rated contracts during the plan year was \$153,342.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$10,996,837 as of December 31, 2003, compared to \$13,512,967 as of January 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$2,516,130. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$6,903,149 including employer contributions of \$6,262,300, realized losses of \$219,307 from the sale of assets, earnings from investments of \$860,153 and other income of \$3.

Plan expenses were \$9,419,279. These expenses included \$1,522,131 in administrative expenses and \$7,897,148 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets; and
5. insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write the office of Mr. William Dennis who is Administrator, Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$3.40 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR NMU PENSION TRUST OF THE NMU PENSION AND WELFARE PLAN

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, EIN 13-6592643, Plan No. 001, for the period January 1, 2003 through December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$35,789,474. These expenses included \$2,417,720 in administrative expenses and \$33,371,754 in benefits paid to participants and beneficiaries. A total of 10,023 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$324,293,997 as of December 31, 2003, compared to \$322,332,229 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$1,961,768. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$37,751,242 including employer contributions of \$917,551, realized gains of \$5,659,439 from the sale of assets, earnings from investments of \$30,758,729 and other income of \$415,523.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets;
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and
6. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. William Dennis who is Administrator, Board of Trustees of NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$8.40 for the full annual report, or 10 cents per page for any part thereof.

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

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

SUMMARY ANNUAL REPORT FOR NMU VACATION PLAN

This is a summary of the annual report of the NMU Vacation Plan, EIN 13-6700828, Plan No. 501, for the period January 1, 2003 through December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,937,315 as of December 31, 2003, compared to \$2,103,859 as of January 1, 2003. During the plan year, the plan experienced a decrease in its net assets of \$166,544. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$8,063,067 including employer contributions of \$8,019,888 and earnings from investments of \$43,179.

Plan expenses were \$8,229,611. These expenses included \$719,071 in administrative expenses and \$7,510,540 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write the office of Mr. William Dennis who is Administrator, Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$2.10 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

NMU SUMMARY ANNUAL REPORTS

SUMMARY ANNUAL REPORT FOR NMU PENSION PLAN AND ANNUITY PLAN 401K PLAN

This is a summary of the annual report for the NMU Pension Plan and Annuity Plan 401K Plan, EIN 13-6592643, Plan No. 002, for the period January 1, 2003 through December 31, 2003. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through insurance and through a trust fund. Plan expenses were \$185,135. These expenses included \$185,135 in benefits paid to participants and beneficiaries. A total of 936 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$2,941,892 as of December 31, 2003, compared to \$2,331,419 as of January 1, 2003. During the plan year, the plan experienced an increase in its net assets of \$610,473. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$795,608 including employer contributions of \$413,399 and earnings from investments of \$382,209.

Your Rights to Additional Information

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

1. an accountant's report;
2. financial information;

3. assets held for investment;
4. insurance information, including sales commissions paid by insurance carriers; and
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. William Dennis who is Administrator, Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31st Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$1.80 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31st Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 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	1	1	0	1	0	3	5	0
Anchorage	0	1	4	0	3	1	1	0	4	5
Baltimore	6	5	1	5	3	1	1	10	7	2
Guam	0	4	1	0	2	1	0	3	7	4
Honolulu	10	10	3	4	4	1	1	18	18	5
Houston	23	22	18	24	16	8	8	45	26	30
Jacksonville	29	29	16	21	13	6	5	59	53	31
Joliet	1	0	1	0	0	1	0	1	1	0
Mobile	14	11	2	5	8	2	1	22	17	5
New Orleans	14	16	6	13	11	2	5	29	28	18
New York	18	21	8	19	11	4	11	46	32	33
Norfolk	9	4	12	8	12	5	3	21	17	18
Philadelphia	2	2	2	2	0	1	1	7	4	4
Piney Point	0	13	1	1	8	0	0	1	15	3
Puerto Rico	6	7	1	3	7	0	3	13	12	2
San Francisco	18	13	6	15	6	1	12	35	24	5
St. Louis	0	3	0	0	2	0	0	2	5	2
Tacoma	27	30	19	24	22	7	21	53	51	36
Wilmington	15	11	10	16	14	7	8	26	34	20
Totals	193	204	112	161	142	49	81	394	360	223
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	1	1	0	1	1
Anchorage	0	1	0	0	1	0	0	0	0	0
Baltimore	3	2	0	2	1	0	1	8	5	2
Guam	0	2	1	0	0	0	0	1	3	1
Honolulu	5	3	1	4	4	1	0	10	6	1
Houston	9	13	8	7	3	2	3	20	22	16
Jacksonville	22	22	8	13	13	2	6	35	37	10
Joliet	1	0	0	0	1	0	0	1	0	0
Mobile	5	4	3	4	0	3	1	8	8	3
New Orleans	8	8	5	6	5	1	6	13	18	8
New York	9	9	3	4	5	3	0	19	21	13
Norfolk	6	12	2	4	10	1	2	14	20	6
Philadelphia	1	3	0	0	4	0	1	5	3	1
Piney Point	1	1	0	1	0	0	1	1	3	1
Puerto Rico	2	2	0	4	3	0	2	2	1	0
San Francisco	8	10	3	6	5	1	8	18	13	3
St. Louis	1	3	1	1	1	1	1	2	3	2
Tacoma	9	14	9	9	11	4	3	19	26	13
Wilmington	8	10	9	4	9	4	4	10	16	13
Totals	98	119	53	69	76	24	40	186	206	94
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	1	0	1	0	0
Anchorage	0	0	0	0	1	0	0	0	0	0
Baltimore	4	0	1	2	1	0	0	6	1	1
Guam	0	3	2	0	1	2	0	2	3	0
Honolulu	1	4	1	7	2	0	2	9	8	1
Houston	10	4	2	11	4	4	4	26	7	5
Jacksonville	17	14	5	11	6	2	4	33	30	8
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	5	3	0	1	2	1	0	7	6	1
New Orleans	8	7	0	7	3	1	3	15	10	2
New York	11	8	4	8	4	2	4	28	17	7
Norfolk	9	12	6	7	7	3	1	18	18	7
Philadelphia	1	0	1	0	1	0	1	1	3	1
Piney Point	3	2	0	2	1	0	0	6	2	0
Puerto Rico	0	2	1	0	2	1	1	2	2	0
San Francisco	19	5	1	19	3	1	13	36	9	4
St. Louis	3	2	0	1	0	0	0	2	2	0
Tacoma	16	7	1	13	3	0	8	32	13	7
Wilmington	18	12	5	10	4	0	4	29	18	10
Totals	125	85	30	99	45	18	45	253	149	54
ENTRY DEPARTMENT										
Algonac	0	2	5	0	1	0	0	0	4	8
Anchorage	0	3	3	0	0	1	0	0	4	6
Baltimore	0	3	3	0	1	0	0	0	4	6
Guam	0	0	1	0	0	0	0	0	4	1
Honolulu	6	4	3	3	5	1	0	5	11	8
Houston	5	9	26	2	10	6	0	6	24	45
Jacksonville	2	21	24	0	9	3	0	5	33	48
Joliet	0	2	1	0	1	0	0	0	1	1
Mobile	0	7	1	0	0	0	0	1	15	3
New Orleans	3	12	7	1	5	5	0	4	17	21
New York	5	32	22	2	13	10	0	9	55	64
Norfolk	0	10	14	0	10	8	0	0	13	22
Philadelphia	0	0	2	0	0	0	0	0	0	4
Piney Point	0	4	25	0	12	11	0	0	13	39
Puerto Rico	3	4	2	1	0	0	0	3	8	2
San Francisco	4	11	6	4	10	2	0	6	17	19
St. Louis	0	0	0	0	0	0	0	0	1	0
Tacoma	6	18	20	2	8	14	0	10	45	27
Wilmington	0	5	12	1	3	0	0	3	11	28
Totals	34	147	177	16	88	61	0	52	280	352
Totals All Departments	450	555	372	345	351	152	166	885	995	723

*"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.

December 2004 & January 2005 Membership Meetings

Piney Point	Monday: December 6, January 3
Algonac	Friday: December 10, January 7
Baltimore	Thursday: December 9, January 6
Boston	Friday: December 10, January 7
Duluth	Wednesday: December 15, January 12
Guam	Thursday: December 23, January 20
Honolulu	Friday: December 17, January 14
Houston	Monday: December 13, January 10
Jacksonville	Thursday: December 9, January 6
Joliet	Thursday: December 16, January 13
Mobile	Wednesday: December 15, January 12
New Orleans	Tuesday: December 14, January 11
New York	Tuesday: December 7, January 4
Norfolk	Thursday: December 9, January 6
Philadelphia	Wednesday: December 8, January 5
Port Everglades	Thursday: December 16, January 13
San Francisco	Thursday: December 16, January 13
San Juan	Thursday: December 9, January 6
St. Louis	Friday: December 17, January 14
Tacoma	Monday: December 27*
	Friday: January 21
	*(change created by Christmas holiday)
Wilmington	Monday: December 20
	Tuesday: January 18*
	*(change created by Martin Luther King holiday)

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

Procedure for Absentee Ballots

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 designed 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 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.

Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large

HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

SEPTEMBER 16 — OCTOBER 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	3	0	0	0
Houston	15	2	6	20	1	4	6	40	10	32
Jacksonville	4	5	3	2	3	3	3	13	3	0
New Orleans	2	3	5	4	0	0	0	12	6	17
New York	9	5	6	17	5	6	14	32	7	0
Norfolk	1	0	1	4	0	1	1	4	1	0
Tacoma	1	0	1	1	0	1	1	2	0	2
Wilmington	4	3	1	3	3	1	1	16	8	0
Totals	36	18	23	51	12	16	29	119	35	51
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	2	1	4	4	0	4	2	9	1	17
Jacksonville	3	3	1	2	4	1	0	6	3	1
New Orleans	1	2	5	1	1	0	2	7	4	15
New York	7	0	0	4	2	0	2	12	2	0
Norfolk	2	0	0	1	0	0	0	2	0	0
Tacoma	0	0	1	0	0	1	1	2	0	1
Wilmington	3	1	1	0	0	0	0	14	3	2
Totals	18	7	12	12	7	6	8	52	13	36
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	1	3	4	2	0	0	1	9	5	21
Jacksonville	2	0	3	5	0	1	1	8	1	2
New Orleans	3	0	3	2	0	1	0	6	3	9
New York	3	5	1	5	2	1	1	19	13	0
Norfolk	2	0	1	1	0	1	0	2	0	2
Tacoma	1	0	0	1	0	0	0	0	1	1
Wilmington	0	0	0	2	0	0	0	5	3	1
Totals	12	8	12	18	2	4	3	49	26	36
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	66	33	47	81	21	26	40	220	74	123

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Pensioner **Paul L. Painter** of Laurinburg, N.C. It was taken in 1948 aboard the SS *Walter Colton*, which had just returned from a trip to the Far East.

Brother Painter is second from left in the photo. He does not remember the other crew members by name, but would love to hear from them and any other seamen he may have sailed with.

Now 75, Brother Painter started his career with the SIU in 1946 in the port of New Orleans. Born in North Carolina, he sailed in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. During his career, Brother Painter was active in organizing drives and beefs. He retired in 1997.

Those wishing to get in touch with Paul Painter may write him at P.O. Box 325, Laurinburg, NC 28353.





DEEP SEA



RALPH MOORE, 57, embarked on his career with the Seafarers in 1968, first sailing on the *Galicia Defender*.

Brother Moore was born in the District of Columbia and worked in the deck department. He completed bosun recertification training in 1979 at the union's affiliated school in Piney Point, Md. Brother Moore, who most recently sailed on the *Sea-Land De-*

veloper, makes his home in Houston.

ROBERT TIMS, 65, joined the SIU in 1966 in the port of New Orleans after serving in the U.S. Navy.

Brother Tims initially went to sea on Delta Steamship Lines' *Del Mundo*. The engine department member, who upgraded his skills in 1978 at the Paul Hall Center in Piney Point, Md., last sailed on the *Liberty Belle*. Brother Tims was



born in Louisiana and currently lives in Temple Terrace, Fla.

INLAND



CHARLES BOWLING, 65, was born in Kentucky and began his SIU career in 1988 in Piney Point, Md. Boatman

Bowling is a veteran of the U.S. Navy. He shipped in the engine department and upgraded his skills on two occasions at the SIU-affiliated school in Piney

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.

Point. Boatman Bowling is a resident of Beverly Hills, Fla.

HARRY TRIMBLE, 62, joined the ranks of the SIU in 1962 in Port Arthur, Texas. Boatman Trimble worked in the deck department primarily on Moran Towing of Texas vessels. He was born in Port Arthur, where he continues to live.



EDDIE WILLIAMS, 62, started shipping with the Seafarers in 1977. Boatman Williams was born in Huntington, N.Y. He enhanced his skills on two occasions at the union's affiliated school and last sailed on a Crowley Towing of Jacksonville vessel. Boatman Williams calls Green Cove Springs, Fla. home.

GREAT LAKES

LONNEE AAKEBERG, 55, joined the SIU in 1979 in the port of Duluth, Minn. Brother Aakeberg was born in Wisconsin and shipped in the deck department, primarily aboard Great Lakes Towing vessels. He enhanced his skills at the Paul Hall Center for Maritime Training in Piney Point, Md. in 1993. The U.S. Army veteran lives in Minnesota.



NORMAN GUILD JR., 50, became an SIU member in 1972 in Detroit, Mich. Brother Guild initially went to sea aboard the *P. Teitjen*. The deck department member upgraded his skills on numerous occasions at the Paul Hall Center. Brother Guild was born in Michigan. His last trip was on the *Paul H. Townsend*. Brother Guild resides in his native state.

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

Last, First	Age	EDP
Cordero, Miguel	71	April 1
Tyler, Donald	63	May 1
McField, Charles	68	Aug. 1
Miller, Frank	65	Oct. 1
Ponder, George	61	Sept. 1
Lobo, Jack	59	Oct. 1
Leite, Raymond	62	Oct. 1
Langford, Clifton	69	Oct. 1
Lugo, German	72	Sept. 1
Lake, Richard	82	Sept. 1

NOTICE OF 2004 ELECTION FOR ELECTION OF 2005-2008 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes and Inland Waters District/NMU

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence Nov. 1, 2004 and shall continue through Dec. 31, 2004.

VOTING LOCATIONS

BALTIMORE	2315 Essex St., Baltimore, MD 21224
BOSTON	27 Drydock Ave., Boston, MA 02210
DETROIT	520 St. Clair River Dr., Algonac, MI 48001
DULUTH	324 West Superior St., Duluth, MN 55802
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
GUAM	125 Sunny Plaza, Suite 301-E, Tun Jesus Crisostomo St., Tamuning, Guam 96911
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	3315 Liberty St., Jacksonville, FL 32206
JOLIET	10 East Clinton, Joliet, IL 60432
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW ORLEANS	3911 Lapalco Blvd., Harvey, LA 70058
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Paul Hall Center for Maritime Training and Education, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave, Santurce, PR 00907
SAN FRANCISCO	350 Fremont St., San Francisco, CA 94105
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

Balloting Begins this month for union officers. See page 3 for additional voting information.

Reprinted from past issues of the Seafarers LOG.

1947

To culminate more than two years of organizing and a strike to gain seamen's demands, the Seafarers International Union finally forced the Isthmian Steamship Company to agree to sign a full contract granting each and every Union demand.... On June 12, the SIU was certified as Isthmian seamen's collective bargaining

agent after the results of a National Labor Relations Board election. The company refused to agree on Union hiring hall provisions, however, and the membership went on strike, tying up 31

Isthmian ships in ports throughout the United States. The company finally surrendered and agreed to the seamen's demands by signing a full SIU contract.

1965

SIU President Paul Hall called on Congress to amend the U.S. labor laws in order to give the NLRB jurisdiction over crews of foreign-flag vessels substantially engaged in American commerce. The SIU president declared that this action would prevent disasters such as the sinking of the *Yarmouth Castle*, the American-owned, Panamanian-flagged cruise ship which sank in the Caribbean with a loss of 89 lives, after being destroyed by fire.

1976

As the year ends, the union's deep sea contracted fleet continues to expand since the U.S. Maritime Administration has given the SIU-contracted Waterman Steamship Co. final okay to build four more LASH-container vessels under provisions of the Merchant Marine Act of 1970. MARAD set the construction subsidy rate at a formal ceremony last month....

In another plus for the SIU-contracted company, the Maritime Administration awarded Waterman a 20-year operating contract for Trade Routes 12 and 22—the U.S. Atlantic and Gulf to Far East.

THIS MONTH IN SIU HISTORY

1993

Seafarers aboard the *LNG Leo* battled night-fall and 15- to 20-foot seas to save the life of an Indonesian seaman who, like 27 others aboard an Indonesian-flagged freighter, was forced to abandon ship on November 27 off the coast of China.

The *Dasa Tujuh* was en route from Yeew, Malaysia to Kaohsiung, China with a cargo of logs when it sank. The crew abandoned the vessel when it began to list in rough seas.

In all, 18 crew members were rescued by various ships on the scene. The body of one deceased crew member also was recovered; eight others were unaccounted for.

Final Departures

Deep Sea

AURELIO ASUNCION



Pensioner Aurelio Asuncion, 99, passed away July 10. Brother Asuncion embarked on his seafaring career in 1959 in the port of Seattle. He initially sailed aboard the *Ames Victory*. Brother Asuncion was a member of the steward department and was born in the Philippines. Prior to retiring in 1976, he went to sea on the *Portland*. Brother Asuncion made his home in Seattle.

ANTHONY BECK



Pensioner Anthony Beck, 95, died May 31. Brother Beck joined the SIU in 1948 in New York after serving in the U.S. Navy. Born in

California, he worked in the engine department. Brother Beck first sailed aboard a Waterman Steamship Corp. vessel and last worked on the *Fairland*. He went on pension in 1975 and lived in Sonoma, Calif.

DONALD CALDER



Pensioner Donald Calder, 76, passed away June 15. Brother Calder started sailing with the SIU in 1967 in the port of Philadelphia. Born in the

United Kingdom, the steward department member first sailed on the *Tucson Victory*. Brother Calder last went to sea aboard the *SS Independence* and began collecting compensation for his retirement in 1993. He called North Cambridge, Mass. home.

DENNIS CAPLES

Brother Dennis Caples, 42, died June 11. He began his seafaring career in 1996 in the port of Philadelphia. Brother Caples first sailed aboard the *USNS Kane*. The U.S. Navy veteran was born in Maryland and made his home in Guam. Brother Caples shipped in the steward department, last sailing on the *Paul Buck*.

MACK CHAPMAN



Pensioner Mack "Big Red" Chapman, 76, passed away July 13. Brother Chapman began his career with the Seafarers in 1945 in Wilmington, Calif. Born in Lancaster, Texas, he was a member of the deck department. Prior to retiring in 1989, Brother Chapman shipped on the *Adonis*. He called Rusk, Texas home.

ALTON CLEMENT



Pensioner Alton Clement, 83, died Aug. 27. Born in Louisiana, Brother Clement joined the SIU in 1941 in New Orleans. The engine department member first sailed aboard an Alcoa Steamship Co. vessel. Brother Clement last worked with the Waterman shore-gang. He started receiving his retire-

ment compensation in 1983 and resided in Harvey, La.

CHRISTOPHER ELLIOTT

Pensioner Christopher Elliott, 75, passed away May 31. Brother Elliott commenced his career with the SIU in 1964 in New York, initially sailing on the *Northern Lights*. Born in England, the engine department member last worked on the *San Juan*. He lived in Brooklyn, N.Y. and began receiving his pension in 1993.

THOMAS FLEMING

Pensioner Thomas Fleming, 79, died June 30. Brother Fleming joined the SIU in 1974 in New York. The deck department member was born in Ireland. Brother Fleming first shipped aboard the *Houston*. He last sailed on the *Falcon Champion*. The Cape Coral, Fla. resident went on pension in 1989.

IRA GRIGGERS



Pensioner Ira Griggers, 76, passed away August 21. Brother Griggers joined the SIU in 1955 in New York. He was a member of the deck

department. Born in Alabama, Brother Griggers went on pension in 1973. He called Uriah, Ala. home.

HENRI HILLION



Pensioner Henri Hillion, 89, died May 31. Brother Hillion was born in France and began his seafaring career in 1944 in New York. He initial-

ly worked in the engine department aboard the *Steel Admiral*. Prior to retiring in 1976, Brother Hillion sailed on *Sea-Land Pittsburgh*. He made his home in North Carolina.

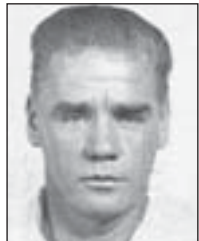
RAYMOND LAVOINE



Pensioner Raymond Lavoine, 82, passed away May 28. A U.S. Navy veteran, Brother Lavoine began his career with the SIU in 1953

in the port of Baltimore. His first ship was an ISCO vessel; his last was the *Montpelier Victory*. Brother Lavoine worked in the deck department. Born in Massachusetts, he began collecting his retirement in 1979. Brother Lavoine resided in Baltimore.

NILS LINDSJO



Pensioner Nils Lindsjo, 90, died June 18. Brother Lindsjo joined the SIU in 1942 in Baltimore, initially sailing aboard the *Robin*

Kettering. A native of Sweden, he shipped in the deck department. Brother Lindsjo, who lived in Pennsylvania, last worked on the *Merrimac*. He started receiving his pension in 1976.

JACK MAR

Pensioner Jack Mar, 84, died June 19. Brother Mar joined the ranks of the Seafarers in 1951 in New Orleans. He was born in China and shipped in the steward department. Brother Mar's initial voyage was aboard a Sprogue Steamship Co.



vessel. He last went to sea on the *Sea-Land Endurance*. Brother Mar lived in Dale City, Calif. and went on pension in 1981.

LUIS MARTINEZ



Pensioner Luis Martinez, 89, passed away April 26. Born in Honduras, Brother Martinez embarked on his seafaring career in 1960

in New Orleans. The engine department member was a resident of Harvey, La. Brother Martinez started receiving compensation for his retirement in 1979.

WILLIAM MIMS



Pensioner William Mims, 80, died April 10. Brother Mims launched his seafaring career in 1951 in New Orleans. His first vessel was the *Alcoa*

Partner. Brother Mims, who was born in Mississippi, made his home in Bagalusa, La. He went on pension in 1989. Brother Mims was a member of the deck department and last went to sea aboard the *Sea-Land Venture*.

SEISHO NAKASONE

Pensioner Seisho Nakasone, 88, passed away June 5. Brother Nakasone launched his profession with the Marine Cooks & Stewards (MC&S) in 1966 in San Francisco. Born in Hawaii, the steward department member began receiving stipends for his retirement in 1979. He made his home in Honolulu.

IB PEDERSEN



Pensioner Ib Pedersen, 76, passed away June 18. Brother Pedersen began his career with the SIU in 1969 in the port of Houston. He

worked in the engine department and began receiving his pension in 1986. Brother Pedersen was born in Denmark and made his home in Livingston, Texas.

BARTOLOME REGINO



Pensioner Bartolome Regino, 82, died April 2. Brother Regino joined the MC&S in the port of San Francisco. He was born in the

Philippines and shipped in the steward department. Brother Regino went on pension in 1978. He called San Francisco home.

GASIO TIMO



Pensioner Gasio Timo, 69, passed away Sept. 11. Brother Timo embarked on his seafaring career with the MC&S in 1966 in the port of San Francisco. He was born in

American Samoa and worked in the steward department. Brother Timo's last trip to sea was on the *President Harding*. He began receiving retirement compensation in 1994 and called San Bruno, Calif. home.

INLAND

FREDERICK BORENTZ

Pensioner Frederick Borentz, 86, died May 8. Boatman Borentz became an SIU member in 1961 in the port of Norfolk, Va. Born in New York, he was a veteran of the U.S. Navy. Boatman Borentz sailed in the deck department primarily on McAllister Towing Co. vessels. He began receiving compensation for his retirement in 1985. Boatman Borentz resided in New York.

FRANK BOROWICK

Pensioner Frank Borowick, 76, passed away August 4. Born in Maryland, Boatman Borowick began his seafaring career in 1971 in Baltimore after serving in the U.S. Army. The deck department member last shipped on a vessel owned by Moran Towing of Maryland. Boatman Borowick began receiving retirement stipends in 1990. He made his home in Baltimore, Md.

DENNIS DAIGLE



Pensioner Dennis Daigle, 87, died August 8. Boatman Daigle started his career with the SIU in 1964 in Port Arthur, Texas. He sailed in the

deck department, most recently as captain. Boatman Daigle began receiving his pension in 1984. He was born in Port Arthur and resided in Nederland, Texas.

GEORGE MILBURN



Pensioner George Milburn, 80, passed away June 9. Boatman Milburn joined the SIU in 1967 in Norfolk, Va. He shipped in

both the inland and deep sea divisions. Boatman Milburn was born in Piney Point, Md. His last trip to sea was on a Michigan Tankers vessel. Boatman Milburn went on pension in 1981 and lived in his native state.

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

LUIS BELLAFLORES



Pensioner Luis Bellaflores, 87, died September 20. Born in Mayaguez, P.R., Brother Bellaflores first sailed from the port of New York in 1948.

He was a member of the engine department. Prior to retiring in 1986, Brother Bellaflores sailed on the *American Legion*.

JAMES BOYD



Pensioner James Boyd, 73, passed away August 31. He joined the NMU in 1975 in the port of San Francisco. Born in Tennessee, Brother Boyd

worked in the engine department. His first ship was the *Santa Paula*; his last was the *Austral Rainbow*. Brother Boyd started receiving his pension in 1998.

JOHNNY ELLIS



Pensioner Johnny Ellis, 80, died Sept. 6. Brother Ellis began his seafaring career with the NMU in 1943 in Savannah, Ga. He first sailed

on the *John B. Gordon*. Born in Georgia, Brother Ellis shipped in the engine department. He most recently worked aboard the *American Challenger*. Brother Ellis went on pension in 1983.

JOHN HARRIS



Pensioner John Harris, 70, passed away May 30. Brother Harris started sailing with the NMU in 1953. Born in Wisconsin, he first sailed

on the *Consumers Power* in the engine department. Brother Harris last went to sea aboard the *Ashley Lykes*. He started receiving compensation for his retirement in 1996.

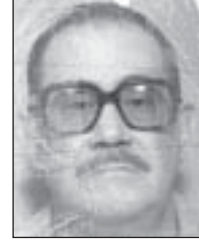
BENJAMIN JOHNSON



Pensioner Benjamin Johnson, 68, died June 19. Born in Portsmouth, Va., Brother Johnson first sailed from the port of

Wilmington, N.C. His initial voyage was on the *Alaskan* and his last was aboard the *Tallahassee Bay*. Brother Johnson began receiving his pension in 1999.

HECTOR QUIROS



Pensioner Hector Quiros, 86, passed away Sept. 2. Brother Quiros launched his NMU career in 1937, first sailing from the port of New

York aboard the *Roosevelt*. The steward department member was born in Puerto Rico. Brother Quiros last went to sea on the *Independence*. He started receiving compensation for his retirement in 1964.

MIGUEL RODRIGUEZ



Pensioner Miguel Rodriguez, 93, died July 14. Brother Rodriguez embarked on his seafaring career in 1943 in New York.

His first vessel was the *Mariposa*. Born in Cuba, Brother Rodriguez was a member of the steward department. Before retiring in 1967, he worked aboard the *Constitution*.

JACK STANCIL



Pensioner Jack Stancil, 77, passed away August 30. Brother Stancil, who was born in North Carolina, became a mem-

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.

ALLEGIANCE (Maritrans), Aug. 28—Chairman **Jerry Borucki**, Secretary **Walter R. Seals**, Educational Director **Charles L. Jensen**, Deck Delegate **Michael M. Edwards**, Steward Delegate **Sherman Harper**. Chairman announced payoff Aug. 31 in Port Arthur, Texas. He reminded everyone to be active in this year's elections—register to vote and then vote or request an absentee ballot. Secretary encouraged crew to support SPAD. No beefs or disputed OT reported. Crew members thanked for teamwork during trip. Next ports: Port Arthur; Tampa and Port Canaveral, Fla.

CHEMICAL PIONEER (USS Transport), Aug. 29—Chairman **Kelvin S. Cherington**, Secretary **Grant L. Bazile**, Educational Director **Kevin K. Jones**. Chairman spoke about safety meeting and reminded crew to wait for relief before leaving ship. Secretary encouraged Seafarers to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. and reported new pay scale being sent to vessel. Educational director suggested everyone check z-cards to be sure they are not about to expire. No beefs or disputed OT reported.

EL MORRO (IUM), Aug. 29—Chairman **Robert T. Grubbs**, Secretary **Michael M. Amador**, Educational Director **Fredrick W. Dougherty Jr.**, Deck Delegate **Victor M. Pacheco**, Engine Delegate **Milton L. Israel II**, Steward Delegate **Christopher M. Green**. Chairman announced upcoming payoff in San Juan, P.R. He asked that vessel be secured for storm. Educational director encouraged everyone to upgrade skills at Piney Point school and check expiration dates on shipping documents. No beefs or disputed OT reported. Suggestion made to increase pension benefits. Crew was reminded to support those candidates who support the maritime industry by registering and voting.

EL YUNQUE (IUM), Aug. 29—Chairman **Angelo S. Wilcox Sr.**, Secretary **Robert E. Wilcox Jr.**, Educational Director **John J. Walsh**, Deck Delegate **Douglas A. Hodges**, Engine Delegate **Jimmie R. Graydon**, Steward Delegate **Nelson F. Morales**. Chairman announced payoff Sept. 2 in

Jacksonville, Fla. Secretary thanked crew for helping keep mess hall and other common areas clean. Educational director urged members to take advantage of opportunities available at union's school in Piney Point. No beefs or disputed OT reported. Suggestions made concerning seniority and medical benefits.

GREEN LAKE (Central Gulf Lines), Aug. 22—Chairman **Frank P. Hedge**, Secretary **Jaime A. Castillo**. Chairman thanked crew for professionalism shown during voyage and reminded departing crew members to clean rooms before leaving ship. No beefs or disputed OT reported. Request made for refrigerators for each crew member's room, new toaster and microwave for crew mess as well as spare ice maker. Steward department given vote of thanks for job well done. Next port: Toyohashi, Japan.

HORIZON ENTERPRISE (Horizon Lines), Aug. 2—Chairman **Roger J. Reinke**, Secretary **Laura L. Cates**, Educational Director **Edmund H. Hawkins Jr.**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Charles E. Johnson**, Steward Delegate **Alejo A. Fabia Jr.** Chairman announced payoff Sept. 4 in Tacoma, Wash. He informed crew members they would need to carry z-cards in order to enter Maersk terminals in Tacoma and Oakland, Calif. due to heightened security. Secretary stated captain will conduct sanitary inspection of cabins and boxes Sept. 1. She also informed crew that steward department would be waxing and polishing passageways and ladder wells before arriving in port and for everyone to use alternate routes until then. Educational director discussed SIU scholarship program as well as courses available at Paul Hall Center. He advised crew to check expiration dates on all documents and renew early, if necessary, and to contribute to SPAD. No beefs reported; some disputed OT noted in engine department. Request made for new washing machine for crew laundry room and repair of water fountain in crew lounge. List of cabins without fans to be given to chief engineer. Vote of thanks given to steward department for good job sougeeing and to chief cook for great meals. Next ports: Tacoma; Oakland; Honolulu; Guam.

LIBERTY GRACE (Liberty Maritime), Aug. 22—Chairman **Juan M. Rivas**, Secretary **Michael Kozak**, Engine Delegate **Daniel A. Beshears**, Steward Delegate **Carlos A. Sierra**. Chairman announced payoff Aug. 27 in New Orleans. Educational director advised crew to check expiration dates on all documents. No beefs or disputed OT reported. Clarification requested on stores and relief policies. Request made to purchase new mattresses, water cooler and full-size dryer.

LIBERTY STAR (Liberty Maritime), Aug. 29—Chairman **Gregory R. Jenkins**, Secretary **James Tucker**, Deck Delegate **Kenneth R. Lacour**, Engine Delegate **Chromer W. Jefferson**, Steward Delegate **Mariano F. Norales**. Chairman announced

payoff Sept. 5 in New Orleans. He asked crew to clean rooms and take out trash before leaving ship. President's report from July *Seafarers LOG* read and discussed. No beefs or disputed OT reported. Thanks given to steward department for great meals and service this trip.

MAERSK GEORGIA (Maersk Line), Aug. 22—Chairman **James J. Keevan**, Secretary **Roberto Valentine Jr.**, Educational Director **Trinity A. Ippolito**, Deck Delegate **Selina R. Sobers**, Engine Delegate **Rahul Bagchi**, Steward Delegate **Mohamed A. Ahmed**. Chairman stressed importance of fireboat drills and congratulated crew for quick performance in surprise drill and working well together as a team. Beef reported by steward delegate; disputed OT noted by engine delegate. Suggestion made regarding standard agreement. Request made for larger ice machine.

OVERSEAS NEW ORLEANS (OSG Management), Aug. 30—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Engine Delegate **William P. Stone**, Steward Delegate **Stephen E. Johnson**. Chairman asked crew not to burn incense or candles in rooms. He also reminded them to turn cell phones off when leaving ship in Tampa, Fla. and to apply early when renewing z-cards. Educational director advised everyone to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew was asked to be mindful of others (who may be sleeping) when going in and out on deck. No smoking in messhall or passageways; smoking allowed only in individual rooms and crew lounge. Next ports: Corpus Christi, Texas and Tampa.

PETERSBURG (IUM), Aug. 19—Chairman **Dirk W. Adams**, Secretary **Oscar R. Angeles**, Educational Director **Jeffery P. Stuart**, Deck Delegate **Michael R. Merrell Sr.**, Engine Delegate **Ryan Smith**. Chairman thanked deck department for job well done. Educational director talked about opportunities available at Piney Point for upgrading skills and urged crew members to take advantage of them. Treasurer stated \$350 in ship's fund. No beefs or disputed OT reported. Repair needed for dishwasher. Suggestion made to increase pension plan benefits. Next port: Guam.

SEABULK TRADER (Seabulk Tankers), Aug. 26—Chairman **Robert J. Coleman**, Secretary **Ronald Tarantino**, Educational Director **Eron G. Hill Jr.**, Engine Delegate **Victor M. Quioto**, Steward Delegate **James E. Harris**. Chairman announced payoff upon arrival Aug. 28 in Lake Charles, La. and spoke about article in July *Seafarers LOG* pertaining to NCL America cruise ships. Secretary advised everyone to check documents for expiration dates. No beefs or disputed OT reported. Request made for information on new contract. Recommendation made regarding death benefits for spouses and revamping of prescription drug program.

CPL LOUIS J. HAUGE JR. (Maersk Lines), Sept. 2—Chairman **Paul C. Johnson**, Secretary **George J. Borromeo**, Educational Director **Ramon L. Borrero Ramos**, Deck Delegate **Richard L. Hindson**, Steward Delegate **William H. Kane**. Chairman stated there were no injuries, lost time or safety issues on trip. Educational director advised crew to upgrade at Piney Point school and reminded them about need to renew MMDs. No beefs or disputed OT reported. Request made for new remote control in crew lounge. Next ports: Guam; Saipan.

HORIZON CONSUMER (Horizon Lines), Sept. 5—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Allan Lane**, Engine Delegate **Eric L. Campbell**, Steward Delegate **Thomas E. Kleine**. Chairman announced Sept. 8 payoff in Oakland, Calif. Everyone should have books ready for boarding patrolman. Secretary asked crew members to clean rooms before leaving ship. Educational director advised crew to upgrade skills at Piney Point facility whenever possible and make sure all documents are up to date. No beefs or disputed OT reported. Assistance requested for

reminded relief crew to be considerate and get to ship early. Bosun read front of union book reminding crew members that they are all family at sea and it is everyone's responsibility to look out for and help each other. He then thanked crew for their hard work. Secretary told crew about her experience renewing her z-card and all the documentation that was needed. She thanked GSU **Rene Caballero** and DEU **Bakr Elbana** for keeping house clean. She spoke about security policies in place in Cherry Point and Anacortes, Wash. Those members on watch in port were asked to turn off cell phone and alarm clock ringers. Educational

Tanker Pays Off in Texas



Dwight Ross, chief steward aboard the *Seabulk Challenger*, prepares lunch in the galley. The tanker recently paid off in Texas City, Texas, where this photo was snapped.

electrician while unplugging reefer cargo boxes. Vote of thanks given to steward department for good service. Next ports: Oakland; Los Angeles; Honolulu.

INTEGRITY (USSM), Sept. 5—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**. Chairman thanked all departments for pleasant voyage and announced payoff Sept. 11 in Charleston, S.C. Secretary reported new Prescriptions Solutions benefits working well. Educational director asked crew members to notify electrician if any bulbs are out in working areas as well as other items in need of repair. Safety first! No beefs or disputed OT reported. Clarification requested on whether transportation monies are included in wages (and therefore taxed). Recommendation made to increase dental, pension and health care benefits. Next ports: Charleston; Houston; Norfolk, Va.

MIDNIGHT SUN (IUM), Sept. 26—Chairman **Fadel N. Saleh**, Secretary **Scott A. Opsahl**, Educational Director **Joseph J. Egan**. Chairman noted this is the time of year for heavy seas. He requested crew secure everything from cargo on deck to TV sets in rooms when "Deck Secured" is posted. Secretary thanked crew for helping keep mess hall and lounge clean. He asked that trays, plates and glasses not be left unattended in serving line. Educational director stressed importance of upgrading at Paul Hall Center and encouraged crew members to read political pamphlets sent by state and local representatives to see if they have the union's best interests in mind. No beefs or disputed OT reported. Thanks given to steward department for job well done. Vote of thanks also given to staff at Tacoma, Wash. hall for all their help and hard work. Next ports: Tacoma; Anchorage, Alaska.

OVERSEAS NEW YORK (ATC), Sept. 12—Chairman **Christopher J. Kickey**, Secretary **Nancy S. Heyden**, Educational Director **Edward H. Self**. Chairman

director encouraged everyone to support the union and upgrade at Paul Hall Center. No beefs or disputed OT reported. When weather starts to turn, shower decks will be painted. Those wishing their decks be painted should give name to chief cook, who is keeping the list. Request made for better dental coverage. "Two thumbs up" given to steward department for great food. Next ports: Cherry Point and Port Angeles, Wash.

OVERSEAS WASHINGTON (ATC), Sept. 16—Chairman **Timothy D. Koebel**, Secretary **Robert M. Mensching**, Educational Director **Clyde D. Smith**, Deck Delegate **Doug Gattenheimeiz**, Engine Delegate **Orlando B. Guzman**, Steward Delegate **Virginia P. Panonpillo**. Chairman informed members of various forms he has available (vacation, medical, grievance, etc.). He also discussed bonus vacation day and form needed for clean-room signoff. Educational director recommended crew make sure Coast Guard documents are current. No beefs or disputed OT reported. Recommendations made regarding contract, including suggestion pertaining to meal hours and break times for steward. Chairman spoke of advantages of Union Plus program. Special thanks given to Captain Dave Artz for getting De La Hoya fight on pay-per view TV. Next ports: Long Beach, Calif.; Valdez, Alaska.

QUALITY (USSM), Sept. 2—Chairman **Ronnie Hamilton**, Secretary **Edward P. Dunn**, Educational Director **Paul P. Pagano**, Deck Delegate **Jose J. Calix**, Engine Delegate **Ronnie Hamilton**, Steward Delegate **Robert Arana**. Chairman announced payoff Sept. 4 in Algeciras, Spain. Secretary thanked crew for smooth, safe trip. Educational director suggested crew members upgrade skills at Piney Point and encouraged them not to wait until last minute to renew z-cards. No beefs or disputed OT reported. Suggestions made regarding possible improvements in dental and pension plans.

Ready to Upgrade



Michael Maskalenko is a GUDE aboard the *Seabulk Challenger*, his first ship after graduating from the unlicensed apprentice program at the Paul Hall Center. In photo above, he fills out an upgrading application in anticipation of returning to the school.

Female Mariners Are No Longer a Rarity

Continued from page 7

continued. "When you get right down to it, we're all equal. We all do the same work and we expect the same pay."

A native Alaskan, Russell hails from Soldotna. She saw the SIU as an avenue through which she could honor her mother's wishes. "My mother told me that if something ever happened to her, it would be my responsibility to take care of my two younger sisters," she shared. "I certainly wanted to be able to honor my mom's wishes and thanks to the SIU, now I can."

"My family members are very proud of me and all that I have accomplished," she continued. "They are encouraging me to continue sailing and take advantage of every opportunity the SIU affords me to improve myself."

Houston-born Annie Walker sees the maritime industry as being easily accessible to women. "Shipping is an industry that's very attainable for women, and the SIU provides a perfect avenue to achieve it," said the engine department member, who became a Seafarer in 2003.

"I understand that shipping is

a male-dominated industry, but when I joined the SIU I welcomed the challenge of proving that I could do the same jobs that men do," she continued. "Although I don't feel that there should be any differences in the jobs open and available to women versus men, that's simply the way it used to be."

"I'm sure that there probably are some people around who still feel that way," Walker continued, "but things are changing for women. I have seen it since I came in. Our numbers are increasing and we're branching out in all departments."

Walker said she chose the maritime industry for a career because she was in the market for a job that was secure as well as challenging. "The SIU has given me the best of both worlds," she said. "That's why I love the union so much. It affords you the opportunity to succeed and go as far as your heart and your skills take you."

Walker's training voyage was aboard the *Horizon Hawaii*; she has worked one tour aboard the *Sulphur Enterprise*. "Some women feel that they have to do more than their male counterparts

while at sea in order to prove themselves, but I don't feel that's the case," Walker shared. "In my experience at sea, I was treated fairly by fellow crew members and they never asked more of me than they did of themselves. They were always respectful and very helpful when I needed it."

Chief Cook Kim Strate holds a bachelor's degree in education. A resident of Atlanta Beach, Fla., Straight learned about

the opportunities available in the SIU through friends who sail.

"After talking to them, I decided that it was time for me to make a career change," said the mother of two who was a florist by trade prior to joining the union. "I tried teaching for a while but soon discovered that it was not for me. I wanted a new challenge and it turned out that the SIU was just what I had been looking for."

Since coming aboard in 2002, Straight has sailed on three vessels: *USNS Sisler*, *USNS Charlton* and the *USNS Watkins*. She plans to return to an SIU-contracted military support vessel



Chief Cook Kim Strate measures up the batter for her latest dessert creation.

following upgrader training at Piney Point.

"I don't have any problems being in the minority on ships or working with crews that are mostly men," Straight said. "My life's experiences have taught me how to present myself and deal with any adverse situation should it arise. So far that has not happened, and I attribute it directly to the professionalism and tremendous training that our crews have. The people at Piney Point should be commended for the fine job they do in this area."

"Being on a ship with the rest of the crew is just like being with family," she continued. "I feel like a sister as well as a mom to a lot of the crew because many of them are so young."

On the topic of specific jobs for women versus men, Straight sees the entire issue as a matter of attitude. "I don't see any difference between women working specific jobs and men doing them," she said. "I have worked with crews that had women in both the engine and deck departments and they handled themselves very well. The key is flexibility—being able to relax and change with the demands of your job."

"It's all about the manner in which you present yourself," Straight pointed out. "There definitely are some old school guys around who feel that women have their place, but that's only their opinion. There is no middle ground here—you either learn to deal with these attitudes or allow them to get under your skin. It's been my experience that women handle themselves very well on all of the jobs, and as long as they continue to do that, things will take care of themselves."

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in

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

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

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

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

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

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

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



Engine Room Seafarers Emma Porter and Annie Walker and Phase III Unlicensed Apprentice Paula Gomez test a part during an engine utility class.

Final Departures

Continued from page 18

ber of the NMU in 1945 in Norfolk, Va. He initially shipped on the *Bartholomew Gosnold* as a member of the engine department. Before retiring in 1969, he sailed on the *Perryville*.

JAMES WADDELL



Pensioner James Waddell, 76, died Sept. 7. Brother Waddell was born in Baltimore, Md. He joined the NMU in 1945 in the port of

New York. Brother Waddell first sailed aboard the *Antietam*. The engine department member last worked on the *Delaware Bay*. Brother Waddell began collecting retirement stipends in 1988.

JAMES WILLIAMS



Pensioner James Williams, 85, passed away July 5. Brother Williams joined the ranks of the NMU in 1945 in the port of New York.

Born in Newton, Ga., his first ship was the *Henry Durant*. Brother Williams last sailed aboard the *Pioneer Commander*. He went on pension in 1970.

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

NAME	AGE	DOD
Benitez, Ramon	92	June 30
Brown, Wilson	85	June 8
Carrigan, James	75	June 27
Cherry, Billy	77	April 25
Coleman, Chancy	77	Aug. 22
Coleman, William	78	Aug. 20
Colon, Angel	87	Aug. 19
Daglis, Steve	76	Aug. 26
Demery, Leroy	80	Sept. 8
Ebanks, Hale	71	Sept. 14
Ebanks, Royal	95	Sept. 11
Fonseca, Antonio	78	Sept. 13
Forbes, Thomas	63	Sept. 10
Furtado, Richard	82	Aug. 6
Gonzalez, Mario	83	July 17
Grant, Richard	74	July 15

Green, Gordon	79	Aug. 15
Johnson, Lonnie	76	July 29
Jones, George	83	Sept. 19
King, Willie	76	Aug. 11
Kitagawa, Henley	87	July 22
Larkin, James	74	July 18
Lindbloom, Bernard	76	June 16
Mahoney, Robert	92	Aug. 27
May, Tommy	76	Aug. 24
Pagan, Juan	78	May 18
Raines, Herbert	82	Aug. 30
Riley, James	70	Sept. 17
Ringley, John	65	Sept. 7
Sanbula, Policarpo	82	Sept. 5
Santana, Guadalupe	76	Sept. 18
Smith, James	74	Aug. 16
Soignier, Felix	80	Sept. 4
Summers, Purcell	87	June 1
Thompson, Levin	80	June 5
Vega, Paul	78	Aug. 16
Woodward, Donald	76	Aug. 28

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	November 8	December 3
Automatic Radar Plotting Aids* (ARPA) <i>*(must have radar unlimited)</i>	November 15	November 19
GMDSS (Simulator)	November 1	November 12
Navigation Fundamentals	November 29	December 10
Radar	November 1	November 12
Specially Trained Ordinary Seaman (STOS)	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 Oct. 18, 2004.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operation	November 15	December 10
Welding	November 1	November 19

Safety Specialty Courses

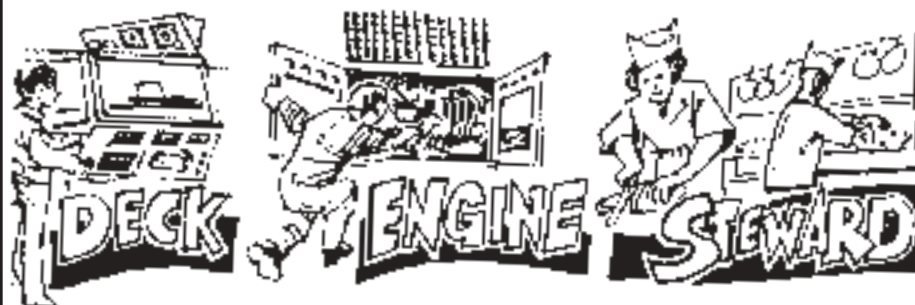
Course	Start Date	Date of Completion
Advanced Fire Fighting* <i>*(must have basic fire fighting)</i>	November 8	November 19

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.

**Look for the
2005 Upgrading Course Schedule
in an upcoming issue
of the Seafarers LOG.**

Upgrade . . .



. . . at the Paul Hall Center

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 654 — Graduating from the water survival class are unlicensed apprentices from class 654 (in alphabetical order) John Barrett, Brandon Bohanon, Carinda Bohus, Kurtis Boyd, Michael Bucher, Anthony Clark, Israel Edmunds, David Eller, Matthew Faber, John Frey, Ernesto Girau, John Ivey III, Keith Jacoway, Cheryl Lynch, Sean Mitchell, Stefon Otey, William Price, Jeffrey Raum, Jervona Vorise, Ronald Williams Jr., Shawn Willis and Jamey Russell.



Able Seaman — Receiving certificates for completion of the AB class ending Sept. 10 are (in alphabetical order) Sam Baffoe, Darrol Bates, William Boardman, Erik Bradley, Raul Colon, Kerri Curtin, Dorian Edwards, Philip Hatcher, David Hays, Jimmy Sawhon, Lance McFarland, Anthony Mohler, Moises Ortiz, Edwin Pelingon, Donovan Peterson, James Robinson and Zerek Selby. Their instructor, Bernabe Pelingon, is at far left.



ARPA — Earning their ARPA certificates Sept. 17 are (in alphabetical order) Eric Harris, William Holloway, Randy Isenhardt, Lawrence Richardson Jr., Ovidio Santos, Anthony Willis and Peter Wojcikowski. Their instructor, Mike Smith, is at far left.



Medical Care Provider — The three Seafarers completing the medical care provider course Sept. 17 are (from the left) Douglas Carson, Jermaine Williams and Lawrence Soulier.



Radar — Under the instruction of Mike Smith (far left) are Seafarers who completed the radar course Sept. 18. They are (in alphabetical order) Eric Harris, William Holloway, Lawrence Richardson Jr., Raymond Ryan, Anthony Willis and Peter Wojcikowski.



Tanker Familiarization Assistant Cargo (DL) — Unlicensed trainees completing this course Sept. 10 are (in no specific order) Jim Carey, Joshua Wilson, Kyle Rayborn, Michelle Garon, John Tullier, Robert Starr, Chris Dickens, John Villarta, Kyle Pillsworth, Harry Smith, Perry Martin, Mark Kane, Gregory LaRiviere, Ernie Smith, Douglas Shores, Kenneth Houseley, Lonnie Myers Jr. and Jonathan Nielsen. Their instructor, Herb Walling, is at far left.



Tanker Familiarization Assistant Cargo (DL) — A second tanker assistant class graduated Sept. 10, this one under the instruction of Jim Shaffer (far right). The students are (in no specific order) Ernest Cannon, Keith Rost, Daniel Fields, Jason Brown, Sigfrid Mayer, Kenneth Casteel, Laura Edwards, David Kelch, Jovita Carino, Vasile Daogaru, Zsuzsanna Balla, Carlo Balajadia, Paula Gomez, Shantay Joquin, Jamal Ricks and Daniel Gaffney.

Computer Lab Classes



Showing off their certificates of achievement for completion of computer classes at the Paul Hall Center are (in left photo, from the left) Bryan Perley, Rick Prucha (instructor) Moises Ortiz, Peter Albano, Julie Dvoroznak, Ashley Nelson and Brian Goodman.

In the photo at right are (standing, from left) Tawrence Abrams, Laurance Richardson, Rick Prucha (instructor), Paa Kwakye and (seated) Julie Dvoroznak.



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

Paul Hall Center Classes



Tanker Familiarization Assistant Cargo (DL) — With instructor Jim Shaffer (far right) is one group of trainees and upgraders who completed this course Oct. 8. In no specific order, they are Kurtis Boyd, Gregory Baker, Carinda Bohus, Ronald Davis, Christopher Jackson, Ronald Williams Jr., Alexandr Koroteyev, Paa Kwakye, Daniel McFarland, Moises Ortiz, Steben Torres, Chad Eller, Richard Avila, Robert Oliveto Jr., Lionel Hall, Kevin Craigie, Miles Partridge, Joshua Lampke and Barney George.



Tanker Familiarization Assistant Cargo (DL) — A second group completing the tanker familiarization course Oct. 8, this one under the guidance of Herb Walling (far left) are (in no specific order) Matt Faber, Nicholas Serritella, Frank Lyle, Boyd Spivey, William Holloway, Tavid Lewis, Richard Lewis, Jeffrey Raum Jr., Virgilio Hoffmann, Manolito Garcia, Dante Dizon, Edward Cherry, Jeremy Martinez, Stefon Otey, Jervona Vorise, David Quade II, Ernest Cannon, Jamey Russell, Carlos Llanos, Vincent Deguzman, Scott Paxton and James Crate.

Basic Safety Training Classes



STCW — Sept. 17: Mohamed Algalham, Darrol Bates, Patrick Fitzgerald, Sajid Foster, Ismail Hariri, Jimmy Lawhon, James Robinson, Steven Roquemore and John Alberti. Their instructor, Tom Cessna, is at far left.



Welding — Graduation certificates for completion of the welding course were given Sept. 10 to (in alphabetical order) Peter Albano, Jeffrey Hawkins, Jerrol Jones, Filiberto Moreira, Ashley Nelson, Bryan Perley and Tomas Torruellas.



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement Sept. 24 are (in alphabetical order) Sam Baffoe, Michael Copple, Dante Dizon, Kirk Fisher, Carlos Gibbons, Rudy Harjanto, Kosar Iqbal, Steven Kuithe, Tina Lester, Omar Madrid, Donivan McCants and Willie Myrick. Their instructor, Bernabe Pelingon, is at far left.



GMDSS — Completing their GMDSS training Oct. 8 are (in alphabetical order) Robert Boudreaux, Douglas Crawford, Ghassan Khalek, Cliff Lattish and Lawrence Richardson. Their instructor, Brad Wheeler, is at far left.

Fast Rescue Boat

— Graduating from this course Oct. 8 are (in alphabetical order) Charlie Carlson, Robert Carrasco, William Davis Jr., Sean DeBruler, Larry Jamieson, Paul Sullivan and Leo Venegas. Their instructor, Stan Beck, is at far left.



Advanced Fire Fighting — Graduates of the advanced fire fighting course that ended Oct. 1 are (in alphabetical order) Juan Castillo, Deronja Clark, Ronel Guerzon, Craig Hammer, Eric Harris, Stephen Johnson, Marc Marcus, Timothy Martin, Chad Stieteler, Justin Vonsprecken, Elaine Watts and Loren Wolfe.



Specially Trained OS — Proudly displaying the Alaskan flag are Alaskan fishermen who completed the STOS course Sept. 17 under the guidance of Stacey Harris (center). They are (in alphabetical order) Joseph Demmert III, Vincent Hamm, Justin Huggins, Rod McLeod, Charles Melendrez, Timothy O'Hara, Kirk Opheim, Leroy Peterson and Clark Thomas.

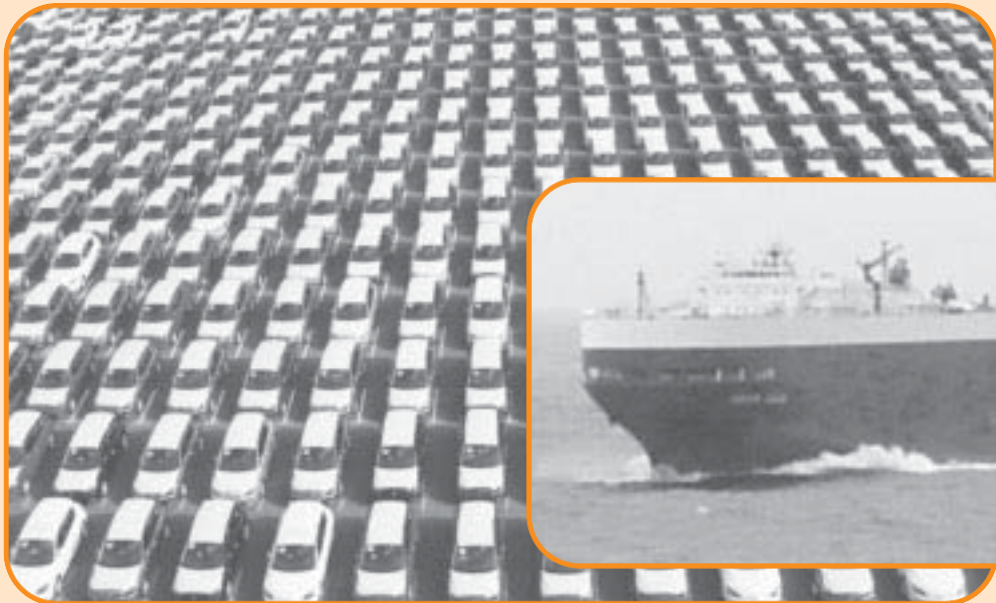


Summary Annual Reports

On page 11: Seafarers Pension Trust, Great Lakes Tug & Dredge Pension Plan, MCS Supplementary Pension Plan, and Seafarers Vacation Plan

On page 14: NMU Pension Trust of the NMU Pension and Welfare Plan, Welfare Fund of the NMU Pension and Welfare Plan, NMU Vacation Plan, and NMU Pension Plan and Annuity Plan 401K Plan

Circling the Globe on the Green Dale



The *Green Dale* loads thousands of cars in Baltimore, Bayonne, Jacksonville, Houston and Charleston for ports in the Middle East and Japan.

The *Green Dale* had a total of 28 time changes on its trip around the world, advancing the clocks one hour a night on the average of 4 times a week, and turning the clocks back twice. Also, one full day was repeated after crossing the international dateline.



Bosun Fred Collins



AB Thami Boulabat



Temperatures were from 100 to 122 degrees Fahrenheit in Jeddah, Saudi Arabia.



Chief Cook Said Abdullah



AB Romeo Escalera

At the time of payoff in Newark, N.J., the *Green Dale* had sailed 31,591 miles on its recent voyage and used roughly 22,580 barrels of fuel. The distance around the world at the equator is roughly 24,900 miles.

The SIU-crewed *Green Dale*, a Waterman Steamship Corp. car carrier, has the difficult, yet fascinating job of circling the globe every voyage in anywhere from 90 to 100 days—twice a year. With 21 officers and crew, the vessel sails through good weather and bad carrying its cargo of vehicular machines of all types, including automobiles and sometimes parts.

Brandon Maeda, recertified steward aboard the *Green Dale*, sent in this account of the vessel's most recent voyage as well as the accompanying photos.

"We signed foreign articles on May 19 in the port of Baltimore. There we began the process of on-loading vehicles for overseas transport and continued to do so in the subsequent ports of Bayonne, N.J.; Jacksonville; Houston; and Charleston, S.C. While in Jacksonville, the U.S. Coast Guard boarded the vessel for their first-ever 'Homeland Security Audit' on a visiting ship in that port—and the mighty *Green Dale* passed with flying colors.

"We then sailed the Atlantic Ocean and Mediterranean Sea, stopping in Port Said, Egypt to transit the Suez Canal. The captain held several safety meetings to discuss the very real threats of terrorism, hostage-taking and beheadings in that part of the world, and the ship remained on a high security alert as we transited the Red Sea and proceeded to Jeddah, Saudi Arabia.

"We off-loaded U.S. vehicles and military equipment in the Arabian ports of Dubai, Abu Dhabi, Doha, Ad Damman and Kuwait. The weather in the Persian Gulf ranged from 100 degrees to 122 degrees Fahrenheit in the shade, and the locals say it can get up to 144 degrees in the summer. It was hot!

"Empty now, we made sail for the Indian Ocean and Japan, but first had to contend with the Strait of Malacca. The vessel posted a 'pirate watch' because incidents of piracy are on the increase in this heavily trafficked area. We managed to survive the strait without incident and sailed north to Japan. We arrived in the port of Kobe and, once again, began cargo operations, this time loading Japanese vehicles for the U.S. and Mexico.

"While in Kobe, a general audit of the ship was held, and the *Green Dale* passed the test. Not only that, but our U.S.-flagged vessel received the highest score yet posted by any car carrier in the fleet.

"The subsequent, very hot-weathered Japanese ports were: Mizushima, Nakanoseki, Kawasaki and Yokohama. After loading more than 3,000 vehicles of all types and sizes, the *Green Dale* departed Yokohama and made sail for Paradise—the sunny islands of Hawaii and the port of Honolulu.

"Hawaii was great, as always, and so was our next port of Mazatlan, Mexico. We had a full day in Balboa, Panama (on the Pacific side) and then transited the canal and headed for Puerto Rico on the Atlantic side. We spent a day off-loading vehicles in San Juan and sailed back to Jacksonville on the U.S. mainland.

"The rest of the off-loading occurred in Baltimore, Davisville, R.I. and Boston, with the final payoff in Newark in mid-August."

In addition to Brother Maeda, the SIU crew members aboard the *Green Dale* on that voyage included Bosun Fred Collins, Chief Cook Said Abdullah, ABs Romeo Escalera, Bill Winnett, Jesse Osborne Jr. and Thami Boulabat, and OMUs Aaron Anderson and Alfredo Mendoza.

On its return home, the car carrier had to transit the Panama Canal.



Mazatlan, Mexico was one of the final stops before returning to the U.S.

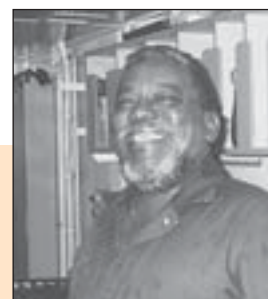
Automobiles were off-loaded in San Juan, P.R.



AB Jesse Osborne Jr.



AB Bill Winnett



OMU Alfredo Mendoza



OMU Aaron Anderson