

MTD Executive Board Meetings

Military, Gov't Leaders Reaffirm Merchant Marine's Essential Roles



Representatives from Congress, the administration, the military and the labor movement offered high praise for the U.S. Merchant Marine during the AFL-CIO Maritime Trades Department executive board meeting Feb. 24-25 in San Diego. Speakers pointed out that U.S. Merchant Mariners continue delivering the goods whether for hurricane relief operations, national defense mobilizations or routine but important commercial cargo runs. Pictured clockwise beginning at upper left are General Norton Schwartz, commander, U.S. Transportation Command; Vice Admiral David Brewer, commander, U.S. Military Sealift Command with U.S. Secretary of Transportation Norman Mineta and MTD President Michael Sacco; U.S. Rep. James Clyburn (D-S.C.); executive board members and other audience members; and AFL-CIO President John Sweeney along with President Sacco. Pages 3, 11, 12, 13.



ITF Secures Back Pay For Crew of FOC Ship

The International Transport Workers' Federation (ITF) recently secured more than \$200,000 in back pay for crew members from a so-called flag-of-convenience (FOC) vessel that had been detained in Houston. Many of the mariners are pictured at right, aboard the runaway-flag *Taxiarchis Sierra*. SIU ITF Inspector Shwe Tun Aung helped lead the effort to assist the crew. Page 5.



President's Report

Support for Maritime Evident



Michael Sacco

While it's normal to hear from supportive guest speakers at the AFL-CIO Maritime Trades Department executive board meetings, I found the most recent sessions exceptionally encouraging.

Talk about good news!

Captain Robert Johnston, senior vice president of SIU-contracted Overseas Shipholding Group (OSG), announced that his company is strongly looking into investing in 17 new U.S.-flag ships that would sail in the Jones Act trades. OSG already is scheduled to operate 10 other new ships—the tankers being built at Aker Philadelphia Shipyard.

General Norton Schwartz, the commander of the U.S. Transportation Command, talked in detail about the U.S. Merchant Marine's outstanding performance in Operations Enduring Freedom and Iraqi Freedom. He also emphasized the excellent cooperation that exists between our industry and the military, and declared his full support for U.S. mariners.

Vice Admiral David Brewer, who served as commander of the U.S. Military Sealift Command until his recent retirement, offered similarly powerful and enthusiastic backing for the U.S. Merchant Marine. He said that we have been nothing short of indispensable in helping America fight the war on terrorism.

U.S. Transportation Secretary Norman Mineta discussed another key role filled by U.S. mariners. Namely, supporting hurricane relief efforts along the Gulf Coast for victims of Katrina and Rita. Secretary Mineta couldn't have been more appreciative or more genuine in commending the U.S.-flag industry.

Of course, we were very fortunate to hear from other prominent speakers from Congress, the administration and the labor movement who also discussed not only the U.S. Merchant Marine but also various issues affecting all working families. When you put it all together, it's obvious that the SIU and the U.S. maritime industry as a whole have done an outstanding job—and we're looking at a bright, bright future.

I'm especially glad that 20 or so rank-and-file SIU members, including members from our Government Services Division, attended the meetings. They heard for themselves the great impression that the MTD unions have made on our military leaders and elected representatives. They got a firsthand look at how grassroots campaigns, combined with their own outstanding work aboard ship, have helped revitalize an industry that some people never believed would flourish again.

I've always been confident about what lies ahead anyway, but it was impossible to leave those meetings without feeling even more optimistic. We've come a long way and we have a lot to look forward to. As I said to the executive board, sometimes it may take longer than others to accomplish our goals, but there is no doubt that we ultimately will come out on top.

Tragic Loss

About a week after the meetings, we suffered a huge loss when SIU Assistant Vice President Steve Judd died in an accident. For those of you who knew Steve, you already understand that we could fill this whole newspaper with kind words about him and it still wouldn't be enough. Steve was exceptional. He had such a bright future, and that's one reason why his death hit us so hard.

Steve had a lot of things going for him, but to me nothing stood out more than how hard he worked. He was totally, absolutely committed to this union and this membership. He didn't take shortcuts. He never gave up and he never complained.

We will move forward with heavy hearts—but we will move forward. I think it's completely true to say that Steve Judd would have wanted nothing less than for us to continue giving our all for the betterment of the Seafarers International Union. He was the kind of guy who always put the union—our team, our SIU family—ahead of individual interests.

We can honor his memory by doing the same.

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Horizon Lines Charters New Ships

Seafarers-contracted Horizon Lines on March 17 announced an agreement in principle to charter five new U.S.-flag ships for 12-year terms from Ship Finance International Limited.

The five vessels are expected to join Horizon Lines' fleet beginning in early 2007.

In a news release, Horizon Lines described the foreign-built ships as being "of a proven, international design" and noted that each will carry 2,800 20-foot equivalent containers and have 23-knot service speed.

"The five new vessels will be deployed in Horizon Lines' weekly service linking the U.S. West Coast with Guam and Asia, upgrading the current 'TP1' service that is being served with five

Jones Act-qualified vessels today," the company observed.

SIU Vice President Contracts George Tricker described the charters as "certainly a very positive development for our union and for the U.S.-flag fleet. Bringing in new tonnage, whether in the form of replacement ships or outright new additions, is good for job security. In the bigger picture, it's also good for our country's national defense capabilities and for economic security."

Charles G. "Chuck" Raymond, CEO and president of Horizon Lines, said, "As we embark on our fleet enhancement strategy, this is a proud and historic day for Horizon Lines. The enhanced service will provide us with additional space and faster transit time

between the U.S. West Coast and Guam, as well as the return voyage from Asia to the U.S. West Coast."

In its press release, the company added, "The introduction of this new tonnage also allows the carrier's Jones Act vessels to be used as reserve capacity to meet seasonal and dry-dock needs, as well as to respond to potential new opportunities such as coast-wise container service."

By July of next year, Horizon Lines plans to operate 17 ships and to have four vessels in reserve status. Currently, the company operates 16 U.S.-flag vessels on routes linking the continental United States with Alaska, Hawaii, Guam and Puerto Rico.

ILO Adopts Innovative Maritime Convention

The International Labor Organization (ILO) during its 94th International Labor Conference in Geneva realized a momentous achievement when it overwhelmingly adopted a new comprehensive work standard for the world's maritime sector.

In what ILO Director-General Juan Somavia labeled a landmark development in the world of work, the body during its Feb. 7-23 meetings agreed (by a vote of 314-0 with four abstentions) to establish the 2006 Maritime Labor Convention as the worldwide code for countries doing business in the international maritime trades. The vote evidenced the unwavering support by delegates from more than 100 countries representing seafarers, shipowners and governments. Following the vote, some hailed the Convention as a new "Bill of Rights for Seafarers."

"This is a big step in the right direction for our entire industry," said SIU Secretary-Treasurer David Heindel, who serves as vice chair of the International Transport Workers' Federation's Seafarers' Section. "An agreement like this will help ensure that the world's seafarers are less likely to be exploited. The international maritime community is speaking with one voice and sending the message that government, shipowners and maritime unions will not tolerate substandard shipping... This Convention is an important part in raising the quality of life at sea and must be ratified by all governments, including the United States."

"We have made maritime labor history today," Somavia said of the action taken by ILO. "We have adopted a Convention that spans continents and oceans, providing a comprehensive labor charter for

the world's 1.2 million or more seafarers and addressing the evolving realities and needs of a sector that handles 90 percent of the world's trade.

"What's more, we have established a socio-economic floor to global competition in the maritime sector," he continued. "This initiative can also provide the impetus and support for similarly innovative and balanced approaches to addressing the need to make globalization fair in other sectors of the world of work."

In addition to ILO Director-General Somavia, the Conference also heard statements from four special guests: IMO Secretary-General Efthimos Mitropoulos; Jacques Barrot, vice-president for transport, European Commission; Zuyuan Xu, vice minister, Ministry of Communications, China; and Karin Yrvin, deputy minister of trade and industry, Norway. Each spoke highly of the new convention and its positive international implications.

The new Convention clearly sets out, in plain language, a seafarers' "bill of rights" while allowing a sufficient degree of national discretion to deliver those rights with transparency and accountability, according to the ILO. It also contains conditions which enable it to keep in step with the needs of the industry and help secure universal application and enforcement.

The Convention's specifications will help to meet the demand for quality shipping, which is crucial to the global economy and will apply to all ships engaged in commercial activities with the exception of fishing vessels and traditional ships (such as dhows and junks).

The new Convention is designed to encourage compliance by operators and owners of ships and strengthen enforcement of standards at all levels, including provisions for onboard and onshore com-

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Financial Committee Okays Records

A committee of rank-and-file members, elected by their fellow Seafarers during the March union meeting in Piney Point, Md., has reviewed the SIU's financial records for the year 2005 and found them in good order.

Serving on the committee were Bosuns **William Henderson** and **Norman Tourtellot**, ABs **Gerard Costello**, **Walter Harris** and **Raymond Henderson**, Deckhand **William Kelly** and Oiler **Michael Joel**.

In its report, the committee stated, "All records used in connection with the Union's financial operations were reviewed fully.... We find that the Headquarters of the Union is taking all steps possible to safeguard Union funds and to see that the disbursements of the Union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The use of an annual financial committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee

shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



Members of the financial committee and an SIU official are pictured last month at union headquarters. Standing left to right in the front row are Bosun William Henderson, AB Gerard Costello, Oiler Michael Joel, Deckhand William Kelly and SIU Assistant VP Ambrose Cucinotta. In the back row are Bosun Norman Tourtellot, AB Raymond Henderson and AB Walter Harris.

U.S. Fleet's Progress, Value Emphasized

MTD Speakers Credit Mariners for Defense, Humanitarian Missions

Whether it's in hurricane relief missions or the ongoing war on terrorism—or in routine commercial cargo operations—the U.S. Merchant Marine continues demonstrating its tremendous value to the nation.

That message was delivered by many of the guest speakers during the AFL-CIO Maritime Trades Department executive board meetings Feb. 24-25 in San Diego. Representatives from Congress, the administration, the military and the labor movement all cited the merchant marine's importance to America's national and economic security.

In addition, the guest speakers and MTD President Michael Sacco, who also serves as president of the SIU, covered other key issues including health care, political action, pension security, job safety, protecting workers' rights, supporting our troops and more.

The MTD is composed of 24 international unions and 24 port maritime councils in the United States and Canada representing 5.5 million working men and women.

In order of appearance, the following individuals addressed the executive board: AFL-CIO President John Sweeney; United Mine Workers Secretary-Treasurer Daniel Kane; U.S. Rep. Xavier Becerra (D-Calif.); Capt. Robert Johnston, senior vice president, Overseas Shipholding Group; James McGregor, president, Ocean Shipholdings, Inc.; Eugene Magee, chief of the U.S. Maritime Administration's Reserve Fleet Division; Doug



MTD and SIU President Michael Sacco (right) listens as Gen. Norton Schwartz, commander, U.S. Transportation Command, commends the U.S. Merchant Marine. General Schwartz also noted the effective cooperation between the military and U.S. maritime industry.

Dority, retired president of the United Food and Commercial Workers and current head of coalition America's Agenda; Communications Workers of America Vice President Ralph Maly; U.S. Secretary of Transportation Norman Mineta; Vice Adm. David Brewer, commander, U.S. Military Sealift Command; U.S. Rep. Neil Abercrombie (D-Hawaii); Gen. Norton Schwartz, commander, U.S. Transportation Command; and U.S. Rep. James Clyburn (D-S.C.).

Sacco opened the meeting by briefly reviewing some of the industry's recent accomplishments along with ongoing challenges. He noted that the prior

MTD meetings had taken place right before the AFL-CIO convention last summer which saw several unions leave the federation.

"I thought the disaffiliations



Members of the MTD executive board and guests—including rank-and-file Seafarers—attend the department's recent meeting in San Diego.

were a mistake then and I'm even more convinced they're a mistake now," he stated. "Whether it's a month from now or a year from now or whatever length of time, I hope that the AFL-CIO regains all of the unions that left. That's the best course of action for everyone, most importantly the rank-and-file members.

"But whether or not that happens, our federation will survive," Sacco continued. "We're already proving it. In particular, we scored quite a few victories during the elections in November. That was a big test, coming so soon after the disaffiliations, and we passed with flying colors."

He further pointed out that soon after the MTD convention last July, Hurricanes Katrina and Rita battered the Gulf Coast. In response, "Members of MTD unions were among the first on the scene in New Orleans, helping local hospitals and rescue workers even before Katrina was finished. Since that time, thousands of our union members have aided in relief operations. Many thousands more donated money

or contributed clothing, food and supplies."

See pages 11, 12 and 13 for full coverage of the MTD executive board meetings.

Other achievements and activities since the convention included the christening of new U.S.-flag vessels and the continued support of U.S. troops involved in Operations Enduring Freedom and Iraqi Freedom.

"When we're called upon, we will deliver the goods any time, anywhere," the MTD president said.

Turning toward some of the key goals of not just the MTD but the entire labor movement, Sacco mentioned improving workplace safety, securing affordable health care for all citizens, and reinforcing the freedom to join a union. On the latter issue, the Employee Free Choice Act—proposed legislation with strong bipartisan support—remains a prime focus of the MTD along with the AFL-CIO.

The freedom to join a union "is a right that has been weakened under mountains of red tape and legal ploys, but it's a right that must be truly and fully restored," Sacco declared. "More than any other approach, giving workers a real opportunity to choose union representation may be the quickest and most effective way to organize new members.

"It may take longer than we'd like, but we can and will accomplish all of these goals. Together, we won't be denied."

SIU Members Crew Up 3rd NCL America Ship

Seafarers already are working aboard NCL America's newest cruise ship—the *Pride of Hawaii*, which is scheduled to reach the United States in late April.

The *Pride of Hawaii*—advertised as the largest U.S.-flag passenger ship ever built—is slated to stay in Baltimore for at least a week and then sail to Los Angeles for its christening. The vessel will join its sister ships, the SIU-crewed *Pride of America* (christened last summer) and *Pride of Aloha* (2004) in offering seven-day cruises around the Hawaiian Islands.

The *Pride of Hawaii* was floated out of Germany's Meyer Werft dock Feb. 19 and berthed at the shipyard's outfitting pier for final touches before sailing along the River Ems to Eemshaven for sea trials March 11. After a series of initial voyages, the *Pride of Hawaii* will begin its regular inter-island schedule, probably in June.

"This is another great development with more new jobs for our union," said SIU Executive Vice President Augie Tellez. "SIU members already are doing an outstanding job aboard NCL America's other ships, and there's

no doubt the tradition will continue aboard the *Pride of Hawaii*."

"Consumers will now have the choice between three different NCL America ships in Hawaii," noted Colin Veitch, NCL America's president and chief executive officer, "each with its own personality and style but all delivering incredible inter-island freestyle cruises."

At more than 93,000 gross tons and with a passenger capacity of nearly 2,400, the *Pride of Hawaii* and its sister ships are creating thousands of American jobs and generating hundreds of millions of dollars in economic benefits to Hawaii and to the United States in general. In fact, with this third vessel, NCL America is providing employment for some 4,000 shipboard personnel.

While all three of the vessels offer seven-night cruises to Hawaii's four main islands, the *Pride of Hawaii* will depart from Honolulu on Mondays. And like the *Pride of Aloha*, which departs Sundays, and the *Pride of America*, which departs Saturdays, the new ship offers many of the same amenities and "freestyle" options in its choice of

restaurants and other shipboard and excursion activities.

One of the differences, however, is the expansive suites aboard the newest vessel, each of which includes a private courtyard with pool and whirlpool, concierge service, and much more.

Both the *Pride of Aloha* and the *Pride of America* have dramatic artwork painted on their hulls. The *Pride of Hawaii* features a distinctive and equally vivid look. To celebrate its name, the hull artwork features a hula dancer on one side and a conch shell blower on the other. Each is joined by a lei—a welcome symbol of Hawaii, made up of yellow, red and orange hibiscus blossoms.

On all three NCL America ships, union members and their families can secure reduced fares through Union Plus, a nonprofit organization founded by the AFL-CIO. In fact, since NCL America and Union Plus first teamed up last summer, thousands of union members have taken advantage of the discounted rates. The toll-free number for this benefit is (866) 867-0593.

As previously reported, NCL America faced some relatively brief growing pains in 2004, but since then has successfully refined its product—a fact not lost on professional and amateur critics alike. In the media and on



The SIU-contracted *Pride of Hawaii*, ready for sea trials along the River Ems, is the newest NCL America vessel.

internet message boards populated by passengers, the reviews these days are very favorable.

Some of the magazine reviews point to the SIU-affiliated Paul Hall Center as one reason why things have improved. In 2005,

more than 3,000 students successfully completed the Paul Hall Center's three-week course given to prospective NCL America shipboard employees who fill hundreds of non-marine positions.

NCL America Raises Money for Hawaii Charities

SIU-contracted NCL America recently reported that the company last year raised \$250,000 for local Hawaii charities via a special charity cruise on the Seafarers-crewed *Pride of America*.

The money raised on the charity cruise (which took place last summer) benefits three Hawaii non-profit organizations, according to the company. Those organizations are the Child & Family Service; the Council for Native Hawaiian Advancement; and the Kapi'olani Children's Miracle Network.

Nearly 1,200 people sailed on the charity cruise, according to NCL America. Guests enjoyed a full evening and morning of culinary delights at the *Pride of America's* eight different restaurants and bars.

NCL America donated the use of the U.S.-flag ship and all operational, food and beverage services and amenities for the cruise.

Steve Judd: Remembering One of the Best

New Orleans Official Served the Membership With Integrity, Energy

The SIU suffered an enormous loss March 5 when Assistant Vice President Contracts Stephen W. Judd, one of the union's most dedicated and well-respected officials, died unexpectedly in Metairie, La. He was 45.

News of his death caused an outpouring of heartfelt tributes from SIU members and officials alike. Most emphasized Judd's personal kindness and integrity along with his absolute dedication to rank-and-file Seafarers.

Judd, who comes from a family of SIU members, joined the union in 1978 and sailed in the inland division with Crescent Towing. He started as a deckhand and AB, quickly earned a U.S. Coast Guard license and then sailed as an SIU captain before eventually coming ashore as a patrolman in 1991. He served as the union's port agent in New Orleans beginning in 1997 and was promoted to the assistant vice president's post late last year.

He was a key figure in the SIU's organizing victory at E.N. Bisso culminating in 1994—a protracted battle and clearly one of the union's most noteworthy



SIU Assistant VP Contracts Steve Judd (left) joins Mobile, Ala. Port Agent Ed Kelly at the SIUNA convention in Piney Point, Md. in 2002. At the time, Judd served as the union's New Orleans port agent.

organizing wins in recent memory.

SIU President Michael Sacco said Judd's dedication, talent and loyalty were second-to-none within the union. "He was devoted to his work and he loved what he was doing," Sacco stated. "He dedicated his whole life to the SIU. He was appointed as assistant vice president because of the great work he's done and his leadership qualities. He was trustworthy—it was easy to have confidence in him."

SIU Executive Vice President Augie Tellez recalled that Judd stood up for every member, regardless of circumstance. "He wanted to make sure everybody got representation," Tellez said. "A company guy once questioned why he was pushing on behalf of a member whose situation looked like a lost cause, and Steve said, 'Everybody needs a chance to be heard.' He was as tenacious as a pit bull in those situations."

SIU Secretary-Treasurer David Heindel pointed out that Judd "was born and bred in the SIU. He grew up on the boats and was always a true believer in the union. He was always looking out for the other guy and never was one to back down.... He was a great boatman, and when he came ashore he carried those same qualities servicing the members. Obviously he's going to be missed. My sympathies go to his wife and the rest of his family."

Dean Corgey, vice president of the SIU's Gulf Coast Region, said Judd's death "is the greatest tragedy I've seen since I've been with the SIU, losing such a standup guy at such a young age. He had so much promise, such a great future. It was an honor to work with him. He had the heart of a lion and unquestioned integrity. There was nothing he wouldn't do for the membership."

Seafarer **John Bilich**, currently

sailing aboard the *Delta Mariner*, knew Judd since 1979. They sailed together and later served on negotiating committees when Judd worked as a union official.

"Steve was immediately respected by all his peers when he started as a deckhand," Bilich said, noting that Judd continued earning the admiration of union and company personnel alike throughout his career. "If you didn't smile at least once in his company, you didn't listen well enough. He was a man of his word and a rising star. He will be sadly missed."

Another member, **David Merida**, knew Judd since they attended the same high school in the 1970s. "Anything he did, he did it 110 percent," said Merida, who joined the union in 1982. "I'll always remember his willingness to help people, his unselfishness. His integrity could never be questioned. He might have been small in height and weight, but he was a very powerful official when it came to getting your attention and talking shop."

George Tricker, SIU vice president contracts, said Judd "set the highest standard for representing this membership. Whether he was defending a seaman's rights or pursuing a grievance, his tireless efforts and tenacity reflected his commitment to this organization. Steve's knowledge of the issues and the membership's needs were invaluable during negotiations. I will forever carry his example."

Chris Westbrook, the union's New Orleans port agent, first met Judd while sailing as an engineer at Bisso. "I knew him from both sides, as a member and (later) as a co-worker, and also as a friend," Westbrook remembered. "He was a fantastic guy, a great mentor and he passed along a wealth of knowledge. He loved the union and he was a dedicated servant to the membership, to his family and to his friends. Steve was truly an exceptional person."

Ed Kelly, SIU port agent in Mobile, Ala., described Judd as "one of the most thorough individuals I ever met, and also the fairest person I ever met. He was a



Steve Judd (second from left) celebrated the opening of the SIU hall on LaPalco Boulevard in April 1999 along with Seafarers, officials and guests. Here, he is pictured with (from left) SIU President Michael Sacco; Brother Judd's wife, Nancy; his brother, AB Willie Judd Jr.; and his father, SIU Retiree Willie Judd Sr.

unique individual and it was easy to get close to him. You didn't have to know him very long to know what kind of person he was."

SIU Vice President Lakes and Inland Waters Tom Orzechowski credited Judd with being "a consummate professional. There was never a situation where he couldn't handle himself. He had an answer, and if he didn't he knew where to go to find it."

SIU Political Director Terry Turner said, "To me, Steve was what the SIU is all about: bright, personable and hard-working. During the Katrina disaster he was the first one back in the hall, shoveling mud and debris so that we could start the operation of getting

members out to open up the port. He worked with the federal and state agencies as well as the Coast Guard to help ensure that the port would open and recovery could begin. He was a true hero and I will miss him."

Funeral services took place March 9 at Bultman Funeral Home in New Orleans, followed by interment in Garden of Memories Cemetery in Metairie. An online guest book is available at www.legacy.com.

Brother Judd's surviving family includes his wife, Nancy Lee Nolle Judd; parents William S. Judd Sr. (an SIU retiree) and Esther Boutian Judd; and Brother **William S. Judd Jr.**, who sails with the SIU.

Steady as She Goes

Written by AB Johney August IV
In Tribute to Steve

Steady as she goes
I heard the Pilot say
Just follow my commands
I am the Way

Fear not rough weather
We shall prevail
Cause I am the rudder, the tiller,
The wind and the sail

I'll steer you to a place
Where heaven and oceans meet
A place of serenity and happiness
Like "Fiddler's Green Retreat"
Steady as she goes

I am the lighthouse in the blue abyss
That guides you at night
When you are troubled
I shine ever so bright

That's my voice you hear
Calling you near
Like a foghorn in the distance
So faint yet so clear

Hard left? Or hard right?
Full ahead? Or full astern?

Come to me
I am the peace that you yearn
I am the ebb and the flow of tide
That favorable knot current that you ride

I say to you, "I am that I am"
As the beginning joins the end
So shall the end join the beginning

Safe passage....
Calm seas....
Our port of call is near!
Steady as she goes

Appreciation

If it's true that we are best measured under adversity, Steve Judd showed his real colors on the heels of Hurricane Katrina.

He couldn't have shined any brighter.

Steve finagled his way back into New Orleans right after the hurricane, while the city was incapacitated. He did so in large part because he wanted to take care of the damaged SIU hall on LaPalco Boulevard, and to help look after family members as well as help in his neighborhood.

Throughout the ensuing weeks we often spoke by phone, partly so that I could get updates for the *Seafarers LOG* but equally because we were friends. As Steve matter-of-factly described the hardships and the devastation—not to mention the endless, difficult work at the start of the recovery—he occasionally would pause and say, "But I don't want to sound like I'm complaining. Plenty of other people are worse off. I'm grateful just to have food and water."

As always, he was 100 percent sincere. And as always, he was giving all his time and energy to help others, whether they were family members or Seafarers or neighbors or even strangers.

Professionally, Steve was a godsend to the *LOG* office. If we needed a particular type of photo or had to contact members on short notice, I always felt comfortable turning to Steve for help. He not only delivered, he did so with a warm, welcoming attitude that superbly reinforced the notion that we

really are one big family. Thank heaven I occasionally had chances to reciprocate.

Neither of us minded long phone conversations, and that helped enable us to solve most of the world's problems a few times over, or so it seemed. Steve was especially interested in the health care crisis, specifically because he wanted to help educate the membership about this most serious issue. We discussed it for hours, sharing newspaper articles from across the country, reviewing members' feedback, taking candid looks at the *LOG*'s coverage and how it might improve.

Personally, Steve was as decent a man as I've ever known. There are too many examples for this space, but, just to share one: He preceded me in recovery from nicotine addiction, and proved a helpful but never pushy long-distance mentor. When I finally broke free from tobacco's clutches, Steve's positive reinforcement felt priceless.

Steve Judd's obituary was written at least 40 years too soon. I don't claim to have known him better than his contemporaries in the Gulf, but I knew him well enough to submit a first-person tribute for the first time in my nearly 15 years at the *LOG*. That is my homage to Steve, whose exceptional character remains a powerful reminder of just how much good we can do.

— Jordan Biscardo

Crews Earn More Kudos for Relief Missions

Seafarers from the *Cape Vincent*, *Cape Victory* and *Empire State* recently were recognized for their respective efforts in relief missions following last year's

hurricanes in the Gulf region.

The U.S. Department of Transportation's Maritime Administration (MarAd) on March 9 conducted a hurricane relief cere-

mony for *Empire State* crew members, who had just completed a six-month deployment in New Orleans. Mariners received certificates of achievement and commemorative Ready Reserve Force medallions at the ceremony, hosted at the State University of New York. MarAd also donated a plaque to be displayed on the vessel.

Both the *Cape Vincent* and the *Cape Victory* were honored Jan. 31 by the City of Beaumont, Texas for their relief roles following Hurricane Rita. The ships and crews received a Congressional Proclamation from U.S. Rep. Ted Poe (R-Texas) along with a plaque from the city, a public service award from the Beaumont Police Department and a certificate of appreciation from the Jefferson County Sheriff's Department.

A day earlier, *Cape Vincent* crew members and other Seafarers were recognized in New



Recertified Bosun Jamie Miller (left), AB Kaled M. Saleh and Bosun's Mate Malek G. Mohamed prep the hull of the *Empire State*.



U.S. mariners answered the call for hurricane relief beginning immediately after Katrina and Rita. Among those who recently sailed on the *Cape Vincent* were (from left) Capt. David Scott, GSU Walter Wise, Chief Steward Ronnie Hadnott, Chief Cook Charles Curley, GSU Enrique Agosto, 2nd Cook Bridget Burkhalter and GSU Daniel Miller. Scott also offered special thanks to galley gang members who sailed on the vessel earlier in the relief mission: Francisco Sanchez, Pete Hernandez, Leo Battiste and Reynaldo Bernardez, who helped supply more than 11,000 extra meals.



Displaying awards aboard the *Cape Vincent* are (from left) ABs Brian Jones, Thames Solomon and Anthony Smith, Bosun Darryl Sutton and Capt. David Scott.

Orleans during a ceremony jointly sponsored by the port and the Maritime Administration. That ceremony honored mariners involved in Hurricane Katrina relief operations.

"The crew has done an excellent job and deserves recogni-

tion," noted David Scott, master of the *Cape Vincent*, who submitted some of the photos accompanying this story.

Altogether, more than 500 Seafarers sailed in the relief missions, aboard no fewer than 14 ships.



Mariners from the *Empire State* are honored March 9 at the State University of New York. The vessel aided in hurricane relief along the Gulf Coast for six months.

Federal Court Says No to NSPS

In what a coalition of labor organizations described as a victory for Department of Defense workers worldwide, U.S. Federal District Court Judge Emmet G. Sullivan recently blocked the Pentagon from moving forward on the National Security Personnel System (NSPS).

Via a late-February news release, the United DoD Workers Coalition noted the court found that the new rules fail "to ensure even minimal collective bargaining rights." Specifically, the court determined that DoD regulations allowing the DoD to 'take whatever actions are necessary to carry out the mission' by creating issuances to override labor agreements failed to ensure collective bargaining under the statute. In the context of bargaining itself, the court held that subjecting union officials to the same standard as the average employee restricted vigorous advocacy and invalidated this regulation.

The court further enjoined the new National Security Labor Relations Board on the grounds that this Board, as DoD envisioned it, did "not satisfy Congress' requirement for an 'independent third party' to review labor management disputes."

The 36 member unions of the United DoD Workers Coalition (UDWC), which includes the SIU and represents the overwhelming majority of DoD's 700,000 plus workforce, applauded Judge Sullivan's decision.

Gregory Junemann, president of

the International Federation of Professional & Technical Engineers (IFPTE), said, "I applaud Judge Sullivan for his reasoned and well thought out ruling."

John Gage, president of the American Federation of Government Employees (AFGE), stated, "I'm proud of the work done by our coalition of AFL-CIO unions and independent unions across the country. The judge's decision is a decisive victory for the coalition. I would hope the DoD would not appeal the judge's decision but give up the quest to change the personnel system and sit down with unions again to decide on a system which supports collective bargaining."

Rick Brown, national president of the National Federation of Federal Employees, said, "This is a great victory for the unions of the coalition. Judge Sullivan's decision clearly shows that employee rights in the workplace are not a threat to national security."

UDWC Chair and AFL-CIO Legislative Representative Byron Charlton capped off the comments, stating, "The decision by Judge Sullivan is further vindication of the UDWC member organizations' position that the DoD had far exceeded its so-called 'authorization for change' authority. I want to thank every UDWC member organization for its support in the long struggle to maintain workplace democracy. We recognize that this important decision is a very critical step in this process."

ITF Gets \$240,000 In Back Pay for Crew

The International Transport Workers' Federation (ITF) in February secured \$240,000 in back pay for 17 mariners aboard the runaway-flag vessel *Taxiarchis Sierra* that had been arrested in the port of Houston.

A 21,000-dwt Cyprus-flag bulker/log carrier, the *Taxiarchis Sierra* on Feb. 10 was arrested by SIU ITF Inspector Shwe Tun Aung, who works out of Houston, for unpaid wages and failures on the part of the mariners' crewing agencies to forward previously authorized funds to their respective families in Sri Lanka.

Built in 1985, the Greek-owned vessel is operated by Argosy Ship Management.

Aung on Feb. 8 received a call from Rev. David Wells of the Port of Houston Seafarers Center. Wells had offered to provide phone service for crew members aboard the seized vessel who wanted to contact their families. (Most didn't have shore passes.) The vessel's captain refused Wells' offer, perhaps fearing that the crew would call the ITF.

Wells deemed the captain's refusal suspicious and decided to go aboard the vessel to visit the crew. Once on board, Wells learned, among other violations, that the crew had not been paid in four months. Without hesitation, he contacted Aung.

Going immediately to the aid of the crew, Aung boarded the vessel and met several individuals including the captain. He had a U.S. Coast Guard team inspect the ship and later had the *Taxiarchis Sierra* arrested.

During his investigation, Aung discovered that the vessel's managers had not only failed to pay the crew in accordance with their ITF contract, but also that they had been stealing about \$28,000 from crew wages each month. The ITF inspector demanded that the company pay all wages, back pay and repatriation costs. Further, Aung demanded that the owners take no action against the seafarers for seizing the vessel and

demanding their contractual rights. According to Aung, the *Taxiarchis Sierra* master claimed that the unpaid wages were simply a matter of miscalculations.

Lawyers retained by the SIU, working in conjunction with the ITF, intervened and negotiated not only the payment of previously earned wages for the crew, but also arranged for repatriation to their home countries and protection from blacklisting by their crewing agencies. Sixteen of the crew members were from Sri Lanka while one hailed from Egypt.

Mary Ann Starks, one of the attorneys retained on behalf of the crew, reportedly told *Trade Winds* that her clients were happy with the terms of the negotiations and pleased that Piraeus, Greece-based Argosy "stepped up to the plate" to do the right thing. The \$210,000 recovered in back wages for the crew included some \$55,000 that Stark says the owner had advanced in an attempt to halt the arrest. An additional \$30,000, which members of the crew initially paid to their crewing agencies, also was secured for a total collection of \$240,000. The crew was repatriated Feb. 27.

According to *Trade Winds*, Starks said that crew members paid "deposits" of \$3,000 each to their crewing agencies prior to taking jobs aboard the *Taxiarchis Sierra*. These monies could be forfeited unless the owner provided certification that they had fulfilled their contracts before quitting the ship. Supposedly because of high unemployment in Sri Lanka since the December 2004 tsunami, crewing agencies there demand high deposits for fear seafarers will jump ship in Western ports, Starks said. Seafarers who fear losing the deposit may also be reluctant to protest short wages or poor working conditions.

Aung thanked the Port of Houston Seafarers Center, the U.S. Coast and Port of Houston security personnel. "Individuals from these agencies have good hearts," Aung said. "They tried to help the crew members any way they could including providing food and beverages to the stranded

Continued on page 8

Lakes Bosuns Attend Annual Meeting

The winter months on the Great Lakes, when ships are often laid up for four to six weeks, has proven to be a good time for the bosuns working aboard SIU crewed American Steamship Company (ASC) vessels to get together and discuss the important issues of concern to them about their work environments.

This year's annual two-day

meeting of the Great Lakes bosuns took place in early March at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Sponsored by the SIU and ASC, the sessions gave everyone an opportunity to confer on certain common issues or problems and clarify contractual questions. Safety discussions, which cen-

tered around maintaining safe working environments and accident avoidance, were held, led by Laurie A. Montante, risk management assistant at American Steamship Company and Thomas S. Anderson, assistant vice president of fleet operations at that company.

This year, a special presentation was given by John Sheehan, director of outside sales at Puget Sound Rope, pertaining to the benefits of using synthetic wire versus the standard rope wire.

SIU VP Lakes and Inland Waters Tom Orzechowski and SIU Algonac Port Agent Todd Brdak attended the meeting along with the following bosuns: **David Barber, James Joyce, William Mulcahy, David Greig, Charles Neigebauer, Albert Brzezinski, Ron Bocek, Tim Burke, Scott Gallagher, Paul Gohs, Jeff Eckhart and Mike Keogh.**



Seafarers who attended the annual ASC bosuns' meeting at Piney Point are (from left, front row) David Barber, James Joyce, William Mulcahy, David Greig, Charles Neigebauer, (second row) Al Brzezinski, Ron Bocek, Tim Burke, SIU VP Tom Orzechowski, Port Agent Todd Brdak, Scott Gallagher, Paul Gohs, Jeff Eckhart and Mike Keogh.



The bosuns listen to a number of informative presentations including those on safety and the use of synthetic wire.

MSC Welcomes New Commander

Rear Adm. Robert D. Reilly Jr. is the new commander of the U.S. Navy's Military Sealift Command (MSC).

Reilly replaced Vice Adm. David L. Brewer III in the post March 10 during a 1 p.m. change of command ceremony at the historic Washington Navy Yard in the nation's capital. Chief of Naval Operations Adm. Michael G. Mullen presided at the event while Air Force Gen. Norton A. Schwartz, commander, U.S. Transportation Command, delivered remarks.

SIU President Michael Sacco, SIU Executive Vice President Augie Tellez and SIU Vice President Contracts George Tricker represented the SIU at the ceremony.

Brewer, an unyielding supporter and vocal advocate of the U.S. maritime industry and the SIU, retired following 36 years of distinguished naval service. He had served as the commander of MSC since August 2001.

Reilly, a native of Winnetka, Ill., comes from a family with more than a century of service in the U.S. armed forces. He graduated from the University of Washington and was commissioned in 1975 through the Navy's Reserve Officer Training Corps program.

As the new MSC commander, Reilly will be responsible for a fleet of more than 120 govern-

ment-owned and chartered ships, as well as a workforce of more than 10,000 civil service and military personnel—including SIU CIVMARS—operating worldwide.

MSC ships transport critical fuel, supplies and ammunition to U.S. Navy ships underway and to U.S. forces ashore around the globe; preposition military equipment at sea to ensure rapid delivery to U.S. forces in support of possible future contingencies; and perform myriad at-sea special missions such as charting ocean bottoms and conducting undersea surveillance.

In recent years, MSC has been at the forefront of the global war on terrorism, delivering 85.7 million square feet of combat power and more than 8.4 billion gallons of fuel to U.S. war fighters around the globe. This represents enough cargo to fill a bumper-to-bumper line of mid-size sport utility vehicles stretching from Washington, D.C. to Los Angeles, and enough fuel to fill the Empire State Building more than 30 times. Much of that materiel has been delivered by SIU crewed ships.

Reilly comes to MSC from the Office of the Chief of Naval Operations in Washington, D.C., where he reported in June 2004 and served as deputy assistant chief of naval operations for

information technology.

Throughout his 31-year Navy career, the new MSC commander has served in a wide variety of assignments at sea and ashore. Reilly's previous commands include: Cruiser Destroyer Group Two and the USS Harry S. Truman Carrier Strike Group,

home ported in Norfolk, Va.; Destroyer Squadron Fifty, the Navy's Arabian Gulf destroyer squadron headquartered in Bahrain; and *USS Halyburton*.

The admiral's shore assignments include multiple tours on the staff of the Chief of Naval Operations, as well as tours at the

Naval Personnel Command; duties with the operations directorate on the Joint Staff; and at headquarters, Commander, U.S. Pacific Fleet.

Reilly holds a Master of Public Administration in National Resources degree from George Washington University and is a 1993 graduate of the Industrial College of the Armed Forces in Washington, D.C.

Car Carrier Jean Anne Is Named Magazine's 'Ship of the Year'

In its annual American Ship Review issue, the SIU crewed *Jean Anne* was named Ship of the Year for 2005 by *Professional Mariner* magazine.

The cargo carrier, owned by The Pasha Group of Corte Madera, Calif. and operated by Interocean Uglund Management, was praised for bringing new and competitive life to the Hawaii-West Coast trade lanes. It is the largest vessel ever built by VT Halter Marine at its Pascagoula, Miss. facility and is the first pure car/truck carrier constructed to meet the requirements of the Jones Act.

The 579-foot vessel, which was christened early last year in the port of San Diego's National City Marine Terminal, can carry cars, trucks and buses and other cargo—including household goods and construction equipment—on a roll-on/roll-off (RO/RO) platform and can travel at speeds approaching 20 knots. On its 10 cargo decks, the *Jean Anne* holds 4,300 automobiles, and its stern ramp is capable of handling up to 100 tons as vehicles are driven on and off. There are three hoistable decks to handle larger vehicles like buses, 18-wheel rigs or M-1 tanks, which can be lifted upward in sections to provide greater height on the deck below. Smaller vehicles are driven up a

ramp leading to an opening in the ship's side.

VT Halter President Butch King noted that the vessel's maiden voyage in March 2005 "marked the beginning of a new transportation system that has already changed the way RO/RO cargo is delivered between the West Coast and Hawaii, in that

no other vessel on this route has the car-carrying capacity and the speed of the *Jean Anne*."

And while every square foot of available space is devoted to the purpose of transporting cars and trucks, there also are 18 staterooms for the officers and crew as well as a hospital, pharmacy, mess, galley, crew lounge and refrigerated space for food.

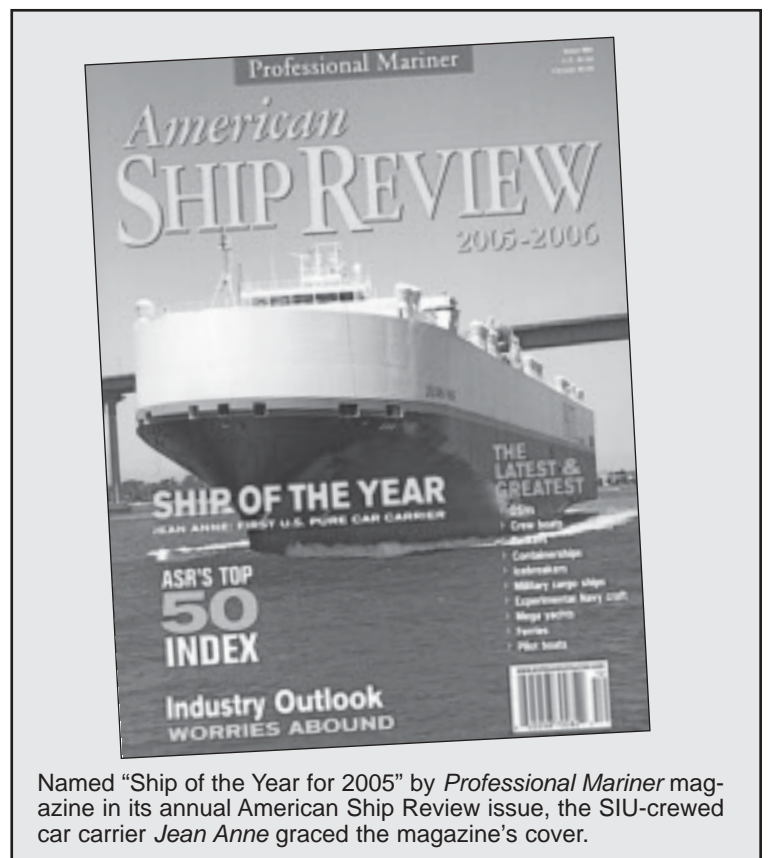
The *Jean Anne* transports its cargo from San Diego to the Hawaiian Islands, needing only a week to complete a voyage from the U.S. West Coast and calling on the Hawaiian ports of Hilo, Kahului and Honolulu.



Rear Adm. Robert D. Reilly Jr.



Vice Adm. David L. Brewer III



Named "Ship of the Year for 2005" by *Professional Mariner* magazine in its annual American Ship Review issue, the SIU crewed car carrier *Jean Anne* graced the magazine's cover.

Appreciative SIU Recertified Stewards Share How and Why Union, School Work for Them

For the SIU's newest class of recertified stewards, working their way to the top of their department has proven worthwhile in many ways.

The dozen Seafarers in last month's graduating class briefly shared their respective backgrounds and perspectives with fellow members and unlicensed apprentices at the March membership meeting in Piney Point. While the details varied, the stewards all expressed appreciation for how the union not only helped them find their niche but also enabled them to earn a good living and provide for their families. Many credited the school for helping them advance.

Successfully completing the four-week program—considered the top curriculum for mariners in the steward department—were **William Churney, Virgilio Donghit, Alphonse Dixon, Charles Fincher, Abdul Hasan, Erik Ivey, Franco Pizzuto, Joseph Jones, Michael Watts, Pedro Ramos-Mena, Dennis Skretta** and **Fausto Aranda**.

The recertification course, like most other classes at the Paul Hall Center, blends hands-on training with classroom instruction. It also includes meetings with representatives from the various departments within the union and the Seafarers Plans, along with a trip to AFL-CIO headquarters (including the offices of the Maritime Trades Department).

Detailed refreshers in safety training (including fire fighting,



SIU officials are pictured with the union's newest recertified stewards last month in Piney Point. Standing left to right are Alphonse Dixon, Assistant VP Gulf Coast Ambrose Cucinotta, VP Atlantic Coast Joseph Soresi, Charles Fincher, William Churney, Franco Pizzuto, VP Contracts George Tricker, Secretary-Treasurer David Heindel, Abdul Hasan, Erik Ivey, Pedro Ramos-Mena, Virgilio Donghit, Paul Hall Center VP Don Nolan, Michael Watts, President Michael Sacco, Joseph Jones, Fausto Aranda, Dennis Skretta, Executive VP Augie Tellez.

first aid and CPR) and sanitary conditions are emphasized. Computer training also is a key part of the course. Other important topics include study skills, communication and nutrition.

In every instance, the curriculum is designed to help stewards do an even better job when they go to their next ships.

Following are some of the comments shared by the stewards last month, including remarks directed to the unlicensed apprentices at the meeting. They are presented in the same order in which the Seafarers addressed their fellow members.

Joseph Jones

"I've sailed all over the world. The SIU has helped me in a positive way, helped me better my life and my family.... To the apprentices, study hard, ask questions, listen to your supervisors and work together as a team."

Honing their skills during a culinary contest are Dennis Skretta (left), Joseph Jones (below left) and Erik Ivey.

Abdul Hasan

"I learned a lot during the course and improved my job skills. I like my job and being part of the SIU. I can be a good provider and still spend time with my family. God bless the SIU!"

Virgilio Donghit

"I was a career Navy man, a steward and cook for 26 years, and when I first retired I didn't have much luck. Then I realized I still belonged at sea. I joined the SIU in Jacksonville as a messman, starting over. I was advised to upgrade and upgrade, and that's what I did to once again reach my ambition.

"Apprentices, do your best and think of safety first—yours and that of your brethren. Encourage your friends to join this outfit. That's my message."

Michael Watts

"I thank the SIU for opening a lot of doors for me, and I commend my classmates. To the apprentices, there is money to be made, but learn how to manage it. Don't waste it."

Franco Pizzuto

"In the 1980s I was on vacation in Hawaii when I heard about American Hawaii Cruises. I got a job with them, and after 19 years I'm still an SIU member. That says something good about this union.

"I've upgraded many times, and each time I return to the school I see improvement. The instructors and staff are really dedicated. I hope you apprentices will take advantage of the school, because it's all here for you."

Charles Fincher

"This (course) has been highly educational. The Camp Springs (SIU headquarters) staff is doing a wonderful job.... I've been doing this for 40 years and I'd say they have some of the best instructors in the world right here at Piney Point.

"Apprentices, we look forward to you being out there with us because you'll have the right training and skills."

Erik Ivey

"I thank the staff here at the school. I also want people to understand that without the union we wouldn't have any medical benefits for our loved ones. We can never forget our union leaders who go out and fight on our behalf."

Fausto Aranda

"The SIU has helped me take care of my kids, and this is a great school for those who want to get ahead in life. I learned a lot during the course and look forward to sharing the knowledge with members on ships.

"God bless our apprentices. It's a great career and a huge opportunity to be part of a great American tradition. Take pride in your learning and you're going to see the difference the SIU makes."

Dennis Skretta

"I have come to this school six times so far. The level of education here has always been of the

highest caliber. I have learned many things here that have helped me in my chosen career. I also learned from the cook/bakers, chief cooks, stewards and other crew members I worked with on the ships.

"To the ladies and gentlemen who will be joining this union, I want to say there is a lot of knowledge at this facility and out on the ships at sea. I implore you to take advantage of it all."

Pedro Ramos-Mena

"The SIU has been good to my family and me. Almost everything I have is because of the SIU. Our union is like a guide to a better future.

"I have learned a lot here at the school, and everything I've learned is going to help me guide others.... Apprentices, learn about and support SPAD. Work hard together as a team."

Alphonse Dixon

"I've sailed with the Navy, MSC and the SIU—all over the world, in all positions. I give personal thanks to the school staff and instructors.

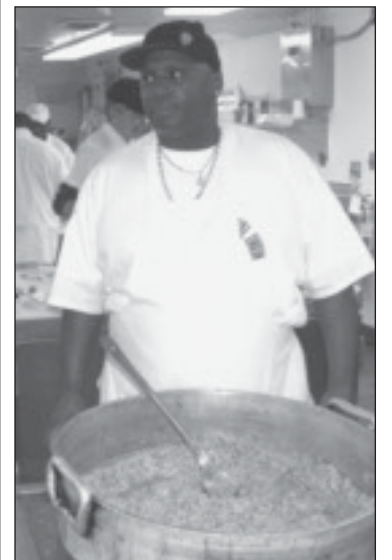
"To the apprentices, do you have dreams? The opportunity is right here for you. Don't blow it. You've got the best team of officials right here to help you."

William Churney

"I've learned quite a bit here and really enjoyed the training. We have great instructors, and there is so much to learn. Everyone should upgrade."



The stewards' delicacies are shown at various points during the cooking contest.



Alphonse Dixon takes part in the "mystery basket cook-off."



ILO Adopts Innovative Maritime Convention

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plaint procedures for seafarers regarding the shipowners' and shipmasters' supervision of conditions on their vessels, as well as the flag states' jurisdiction and control over their ships.

The Convention sets minimum requirements for seafarers to work on a ship and contains provisions on conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

Among the novel features of the Convention are its form and structure with legally binding standards accompanied by directions given by guidelines. It departs significantly from that of traditional ILO Conventions. Its amendment procedures are rapid and, most importantly, it sets out a system for the certification of seafarers' labor conditions.

Under the new Convention, ships that are larger than 500 GT and engaged in international voyages or voyages between foreign ports will be required to carry a "Maritime Labor Certificate" and a "Declaration of Maritime Labor Compliance." The declaration sets out shipowners' plans for ensuring that applicable national laws, regulations or other measures required to implement the Convention are complied with on an ongoing basis. Shipmasters will then be responsible for carrying out the shipowners' stated plans and keeping proper records to provide evidence of compliance with the Convention.

The flag state will review the shipowners' plans and verify and certify that they are in place and

being implemented. This will put pressure on shipowners that disregard the law, but will remove pressure from those that comply.

Other innovative features of the Convention include:

- > Accelerated amendment procedures to update its technical provisions to address changes in the sector;
- > Onboard and onshore complaint procedures to encourage rapid resolution of problems, if possible;
- > A complaint and inspection system linked with the well-established ILO supervisory system; and,
- > A modernized management-based approach to occupational safety and health.

The new Convention consolidates and updates 68 existing ILO maritime Conventions and Recommendations adopted since 1920. Countries that do not ratify the new Convention will remain bound by the previous Conventions that they have ratified, although those instruments will be closed to further ratification.

The Convention received strong support from representatives of the ILO's tripartite social partners. Brian Orrell, the seafarer vice president of the Conference from the United Kingdom, said, "We believe that the agreement we have concluded will make a significant contribution to ensuring decent work at sea and making a real difference to the lives and life chances of many of the world's seafarers."

Dierk Lindemann of Germany, the conference vice president for the shipowners, said, "It may have seemed a long road, but we have got to the end of it and we have made history. We now have a single maritime labor standards Convention embracing virtually

all we need in order to establish a uniform and acceptable regime for the world's seafarers."

Bruce Carlton of the United States, who chaired a key committee at the meeting, said, "This Convention is unique in that it has teeth. What is fundamentally different about this Convention is that it is about quality shipping. Beyond improving the working conditions of seafarers, it is also about further marginalizing the bad shipowners who end up costing the entire industry. This is a very sound economic benefit for the entire industry."

Somavia in his closing remarks said that the Convention marked a new departure in the pursuit of a fair globalization by making "the rules of the game fair for everybody. At the same time, the market should have the necessary space to perform its key functions for the economy and for society. In the search for solutions it has become more and more evident that there can be no lasting success with purely national solutions to global problems."

The next step will be the ratification of the Convention. According to senior ILO officials, a great deal of care has been taken to make sure the Convention's provisions are acceptable to all countries with an interest in the maritime sector.

The organization hopes it soon becomes the "fourth pillar" of international maritime regulatory regime, at the side of the three key IMO Conventions: the

International Convention for the Safety of Life at Sea (SOLAS), the International Convention on Standards of Training, Certification and Watchkeeping (STCW); and the International Convention for the Prevention of Pollution from Ships (MARPOL). The Convention will become effective once it has been ratified by 30

ILO member States which jointly constitute at least 33 percent of world gross tonnage.

"What we now need to do is to work together to ensure that the next stages have the same dynamism and the same strength that you have given to the formulation of the Convention," Somavia concluded.

Northern Lights Recognized For 'Commitment' in OIF

The captain and crew of the SIU-contracted *Northern Lights* last month was again recognized for the flawless fashion in which it achieved its mission during a February 2003 voyage to Kuwait in support of Operation Iraqi Freedom.

These latest laurels were published in a story in the *Defense Transportation Journal* titled "SS Northern Nights—A Lesson In Commitment." Recounting the harrowing events which took place Feb. 20-22, the piece—based on actual verbiage from the captain's log—affords a vivid account of what the 26-person crew, and 12-man U.S. Marine Corps security detachment experienced while in the face of armed conflict. During the course of the two-day period, the vessel and its occupants endured some 10 SCUD/gas alerts. One attack took place while the *Northern Lights* (recently renamed the *El Faro*) still was being cleared by Kuwait Customs to enter the port. The remainder was registered when the vessel was tied up in port and while the crew was attempting to discharge its full load of military

hardware. As reported earlier in the *LOG*, Air Force Gen. Norton A. Schwartz, commander, U.S. Transportation Command, in a letter to Seafarers-contracted Totem Ocean Trailer Express, praised the efforts of mariners aboard the *Northern Lights*.

Citing the "superior support" of U.S. troops by unlicensed and licensed mariners as well the company and its officials, the general's correspondence in part said, "Since 18 February 2003, six weeks after the start of the deployment of forces to Iraq, *SS Northern Lights* was under charter to MSC. She continuously operated in support of U.S. forces since that time, never missing a commitment. No other ship, government-owned or commercial, has operated as long in support of these critical operations."

The *Northern Lights* made 25 voyages and 49 port calls during the charter period. The ship carried 12,220 pieces of military gear totaling 81,000 short tons and covering more than 2 million square feet.

ITF Secures Back Pay for Crew

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crew who had nothing to eat aboard the vessel except potatoes and rice for a month."

Argosy Ship Management and the *Taxiarchis Sierra* are no strangers to the port of Houston, the ITF or to Aung. As reported earlier in the *LOG*, Aung in a January 2004 incident secured more than \$64,960 in back pay for three crew members (electrician, bosun and AB) who were aboard the *Taxiarchis Sierra*. Their circumstances were virtual-

ly identical to those faced by the 17 crew members in this latest incident.

In a related development, it has been reported that Argosy Ship Management is again in trouble and facing a fresh round of problems just days after settling the dispute involving the 17 crew members. This time, the Greek-owned company is being scrutinized by a Singapore-based timber company for allegedly failing to deliver cargoes of logs to their designated ports in India.



SIU ITF Inspector Shwe Tun Aung (center, wearing guest ID) helped lead the way in securing back pay, repatriation and other benefits for 17 mariners on the runaway-flag *Taxiarchis Sierra*.

More GEDs Earned at Piney Point

The high school equivalency program at the Paul Hall Center for Maritime Training and Education had a fairly modest start but has really taken off since the mid-1980s. Since 1984, more than 2,000 students have secured their GEDs through the Paul Hall Center, located in Piney Point, Md. The latest students to join those ranks are pictured at right and below, being congratulated by SIU officials. In the photo at right, at the March membership meeting are (from left) SIU Executive VP Augie Tellez, Unlicensed Apprentices Dennis Rivard and Richard Guerra, Jr., SIU VP Contracts George Tricker and SIU Secretary-Treasurer David Heindel. The other photo, taken at the February membership meeting, shows VP Tellez, SIU Atlantic Coast VP Joseph Soresi, SIU President Michael Sacco, Unlicensed Apprentices Russell Blanks and Adrian Taylor, Secretary-Treasurer Heindel and VP Tricker. Congratulations to the school's four newest GED holders.



With the Membership in Ft. Lauderdale



Listening to the SIU officials aboard the *Perseverance* are Seafarers Alfred Polk, Chancie Ransom, Milton Israel, Leonel Lazo, Emily Whitman, Roderick French and Joe Legree.

On a recent trip to Florida in mid-February, SIU President Michael Sacco joined SIU Executive VP Augie Tellez and SIU Secretary-Treasurer David Heindel in visiting the hall in Ft. Lauderdale. All three got a chance to meet with the members in that port and inform them of some of the latest news in the maritime industry. They also went on board the *Perseverance*, which was docked in Port Everglades, and got together with the crew members aboard that Maritrans vessel.



SIU President Michael Sacco (right) and Executive VP Augie Tellez talk to members aboard the *Perseverance*.



Above left: SIU Secretary-Treasurer David Heindel answers a question posed to him at the Ft. Lauderdale hall by Rich Williams. Above right: AB Regina Ewing listens to what the officials have to say.



Right: AB Sheldon Privin (right) has a little one-on-one time with SIU President Michael Sacco.



Port Agent Powell Appointed To State AFL-CIO Committee

Bryan Powell, the SIU's port agent in Tacoma, Wash., recently was appointed to the Washington State AFL-CIO Economic Development and Transportation Committee. The appointment is for a three-year term that expires Jan. 1, 2009.

The committee examines the state's economy and transportation issues and, in cooperation with state agencies and other organizations, examines how best to maintain a viable and robust infrastructure system that promotes a strong economy based on family-wage jobs.

Powell also serves on the executive board of the Wash-



Port Agent Bryan Powell

ington State AFL-CIO Maritime Section.



Wiper Luchi Watson (left) and QMEDs Van Watler and Wendell Wilmoth (above) take an interest in the discussion led by SIU officials at the union hall in February.

S.F. Port Agent Coss Retires

Vince Coss, the union's port agent in San Francisco, has retired due to health reasons.

Coss joined the Marine Cooks and Stewards in 1976, two years before that union merged into the SIU's Atlantic, Gulf, Lakes and Inland Waters District. He later transferred to the deck department and sailed until coming ashore to work for the SIU in 1987.

Since then he served in various jobs within the union. Most recently, he was elected San Francisco port agent for the term beginning in 2005.

"Vince was totally dedicated to serving the membership," said SIU Vice President West Coast Nick Marrone. "I wish him nothing but the best in retirement."

"He was well-liked and very committed to his job," stated SIU Assistant Vice President West Coast Nick Celona. "It was a



Vince Coss, pictured recently at the San Francisco hall, came ashore in 1987.

pleasure working with Vince."

Coss, 58, said he was especially proud to have been elected port agent by the membership.

He has retired to Daly City, Calif.

SIU, UIW to Participate In Annual Union Show

The SIU and its affiliated United Industrial Workers (UIW) once again will participate in the annual Union Industries Show, conducted by the AFL-CIO Union Label and Service Trades Department. This year's event is scheduled to take place May 5-7 in Cleveland.

Seafarers-contracted NCL America and several UIW-contracted shops already have agreed to donate goods or services for the event, which normally draws hundreds of thousands of guests. The SIU-affiliated Paul Hall Center for Maritime Training and Education also will be represented at the show, hosted at the Cleveland I-X Center.

This is the 68th Union Industries Show, and the SIU has participated in the vast majority of them. This year's event is being promoted under the name America@Work, followed by the tag-line "100% Union-Made, American-Made Products, Services and Jobs."

Admission is free.

"This show is living proof that great career opportunities are still available in North America, and here in Cleveland. We invite people to see all the fine products and services that are still made in the U.S. by men and women earning excellent wages and benefits, with their rights and dignity protected by good union contracts," said Charles Mercer, president of the Union Label and Services Department. "America at Work showcases hundreds

of successful corporations where management and labor cooperate to provide value to consumers and vital services to our communities. This show is all about the wonderful things that are possible when people work together."

Hundreds of exhibits covering more than 400,000 square feet of floor space will provide a close-up look at the wide range of union occupations and the skills and training required to perform those jobs. Show-goers can chat with skilled workers in many different crafts and trades along with the men and women who serve as instructors in dozens of union apprenticeship and training programs.

This year's show also features airline pilots and travel professionals, air traffic controllers, makeup artists, cake decorators, heavy equipment operators and more.

Show producers expect more than 250,000 visitors.

Crowds also will be drawn by the promise of more than \$1 million in giveaways, including a top-of-the-line Harley Davidson motorcycle, new cars from Ford and DaimlerChrysler, groceries, tools, household goods and refrigerators, freezers, washers and dryers.

Members of the American Federation of Musicians will provide live entertainment for visitors as they participate in interactive displays and demonstrations, learning the secrets of theatrical makeup, glass engraving, sheet metal fabrication, "high iron" construction, electrical installations and other fascinating pursuits.

SIU Members: At Sea and Ashore



QMED/Electrician Matthew DeWitt and DEU Miguel Castro



Bosun Donald Hood and AB Lorenzo Allen

Christmas Aboard the Matej Kocak

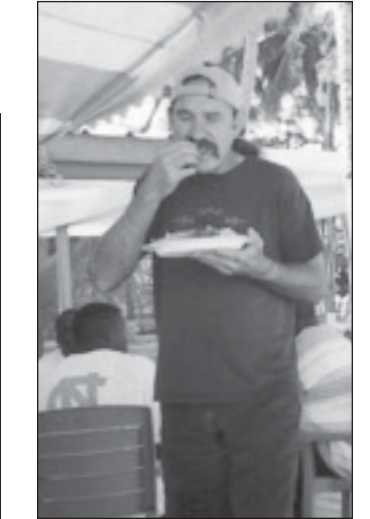
The Sgt. Matej Kocak was in Diego Garcia over the Christmas holidays where crew members were treated to a festive party. The Waterman Steamship Corp. vessel is part of the Military Sealift Command fleet. These photos were sent to the LOG by Steward/Baker Evelina Barnes.



AB Lorenzo Allen and AB Micheal Allain



Left: QMED Levy Calzado and QMED Dan Amesbury



AB Fritz McDuffie

Left: The crew of the Sgt. Matej Kocak poses in front of the vessel's Christmas tree.

Everyone Must Have a Hobby

Thomas Larkin shipped out for many years as a QMED with the NMU. He has been retired in Florida since 1994 and plays the bagpipes with the Sarasota Highlanders of Sarasota, Fla. Larkin, who was born in Roscommon, Ireland, and has been playing the pipes since he was 16, served as pipe sergeant of the Kevin Barry Pipe Band in Boston for many years when he was shipping out of that port. He notes, "Everyone must have a hobby." (In the photo below, Larkin is second from the left.)



Around the Port of San Juan



This photo was taken during a recent visit to Puerto Rico by the SIU-crewed *Horizon Hawaii*. From the left are AB Patrick Lavin, Port Agent Amancio Crespo and AB Isaac Vega.



At the SIU hall in San Juan are (above photo, from left) AB Victor Velez, Port Agent Amancio Crespo and AB Jorge de Santiago. At left are (from left) AB Juan Ayala, AB Joseph Dupre and Bosun Anibal Matos.

Remembering Brother Rivera

Funeral services were held Jan. 12 aboard the stern container deck of the *El Yunque* for SIU pensioner Pedro Juan Perez Rivera, whose ashes were scattered at sea by Bosun George Perry.



Aboard the Westward Venture



With a tank serving as the background aboard the *Westward Venture* are (from left) GUDE Flavio Castillo, the chief mate, and AB Mark Smith (who sent this photo to the LOG). The SIU-crewed vessel, which is chartered by the Military Sealift Command, was in the Indian Ocean at the time this picture was taken.



MTD Speakers Underscore Jones Act's Value to America

OSG May Invest in 17 Additional Vessels

Speakers at the AFL-CIO Maritime Trades Department executive board meeting Feb. 24-25 in San Diego were especially strong in backing the Jones Act.

Part of the Merchant Marine Act of 1920, the Jones Act (named in honor of its author, the late Senator Wesley Jones, R-Wash.) mandates that cargo moving between United States ports is carried on U.S.-crewed, U.S.-flag, U.S.-owned and U.S.-built vessels.

The cross-section of guest speakers—from labor, manage-

ment and government—offered remarks highlighting numerous benefits stemming from the Jones Act. Those pluses include jobs for U.S. mariners and a boost to America's national and economic security.

Gen. Norton Schwartz, commander, U.S. Transportation Command, noted that the Jones Act "generates jobs, to be sure, but what it does fundamentally is it maintains the national defense maritime industrial base."

Perhaps the biggest surprise from the meetings occurred when

Capt. Robert Johnston, senior vice president of SIU-contracted Overseas Shipholding Group (OSG), told the audience that his company is exploring the possibility of investing in 17 new U.S.-flag ships that would sail in the Jones Act trades—in addition to the 10 domestic tankers already being built at the unionized Aker Philadelphia Shipyard.

"We believe we can deliver," Johnston stated. "We believe you can build the ships in the United States. We also believe you can crew and maintain the ships in the

United States."

But Johnston also pointed out that his company at one point nearly gave up its U.S.-flag fleet. In this case, political action saved the day—Johnston said the SIU and other pro-U.S.-flag interests helped secure fair changes in tax laws that partly enabled OSG and others to keep an American-flag presence.

Now, "We've bet \$750 million on the Jones Act" in the form of the new tankers, he said. "The Jones Act is here to stay. The other thing we're betting on is

well-trained seafarers. The environment that we're dealing with today is becoming more and more difficult. The quality of the seafarers has to continually improve. We are very happy with what we see."

Johnston was far from alone in noting the importance of the Jones Act.

U.S. Rep. James Clyburn (D-
Continued on page 12

'We Could Not Have Fought this War Without You'

General Schwartz, Vice Admiral Brewer Credit Mariners for Troop Support

The head of the U.S. Transportation Command (TRANSCOM) and the outgoing commander of the U.S. Military Sealift Command (MSC) emphatically and enthusiastically credited the U.S. Merchant Marine for its ongoing role in Operations Enduring Freedom and Iraqi Freedom during remarks given at the AFL-CIO Maritime Trades Department executive board meeting Feb. 24-25 in San Diego.

Gen. Norton Schwartz, com-

mander, TRANSCOM, and Vice Adm. David Brewer, commander, MSC described not only U.S. mariners but the overall American maritime industry as indispensable partners in protecting national security, wherever the mission occurs.

Schwartz said that MTD and SIU President Michael Sacco is someone "who has excelled as a partner in matters of national defense with us."

He noted the U.S. Merchant Marine's centuries of service to

the nation and declared that mariners remain vital. "The United States Transportation Command and the defense family depend on your labor. And just as it was true in Roosevelt's generation, you're indispensable," Schwartz said.

Additionally, he provided a basic explanation of TRANSCOM's mission, noting that the agency oversees distribution in the defense supply chain. Through excellent cooperation between the military, other com-

ponents of government and private industry, Schwartz said, the distribution process is improving in many ways—not just fiscally, but most importantly in terms of providing materiel where and when needed.

"Working together really is the way ahead for each of us," he observed. "It's the Defense Logistics Agency, it's the Department of Defense, it's the Joint Chiefs, it's the combatant commands—one of nine of which we have—and of course it

includes you in the commercial enterprises that your labor sustains.

"Fundamentally, it's bringing everybody's best thinking together on one goal, and that is a synchronized, totally visible, simplified end-to-end defense supply chain. This may sound like campaign language, but it's not. It's real because people depend on bombs, beans, bullets, medical supplies and so on. People in fact that are in harm's way."

Continued on page 12

New Course for Health Reform Is State by State

America's health insurance crisis, something that affects every working family, proved a prime topic during the AFL-CIO Maritime Trades Department executive board meeting Feb. 24-25 in San Diego.

With health care costs easily rising much faster than incomes each year, it's a crisis that in the long run threatens to cripple the U.S. economy.

Among other efforts related to curbing health care costs and securing coverage for the tens of millions of Americans currently with no health insurance at all, the AFL-CIO is fighting back

through a recently launched state-by-state grassroots campaign. The federation also is offering resistance through its support of the newly formed coalition America's Agenda, headed by retired UFCW President Doug Dority.

MTD and SIU President Michael Sacco described the health care crisis as one "that's not going away. In fact, it's getting worse. If you've negotiated a contract lately—or for that matter, if you've gone to the doctor—you know exactly what I mean."

Dority echoed and expanded upon those sentiments. "Every (union) president that I've talked

to since we set up this foundation has told me that their number one domestic issue is health care—how to pay for the health care when it's increasing at double digit inflation every year," Dority said. "It's something that the employers also have to address, and these are not bad employers that just want to put extra money in their pockets."

He pointed out that America's Agenda, which includes prominent individuals and organizations from the medical community, is pushing for what is called "universal coverage" throughout the country.

"You can't solve the health and welfare problem at the bargaining table," Dority insisted. "So we've developed a strategy to go out and [campaign in] some more progressive states. They include Illinois and Massachusetts, and now we've reached into Maine and Vermont—all of which are moving to have universal health care in their state."

"If we can get it in the state, then the federal government at some point will reach out and wrap their arms around this (by adopting a similar program). It can be done."

For instance, he reminded the

audience that Medicare originally was a state-level program eventually duplicated by the federal government.

AFL-CIO President John Sweeney noted that the federation last year launched grassroots campaigns at the state level ultimately aimed at securing good, affordable coverage for all. "We need a simple national health care plan that covers everybody," he said. "If they won't give us a fair health plan covering all families in all 50 states, we'll give them hell in all 50 states."

U.S. Rep. Neil Abercrombie
Continued on page 12

U.S. Maritime Industry Praised for Hurricane Relief Efforts

Gulf Coast Experience Suggests Value in Separate Fleet for FEMA

The American-flag maritime industry's quick and efficient response to last year's hurricanes that tore through the Gulf Coast drew appreciative words from several speakers at the AFL-CIO Maritime Trades Department executive board meeting Feb. 24-25 in San Diego.

As part of the industry-wide effort, SIU members sailed aboard at least 14 vessels that were involved in relief operations following Hurricanes Katrina and Rita. More than 500 Seafarers sailed in those missions, including inland members.

U.S. Secretary of Transportation Norman Mineta said he was "proud of the way the maritime community responded to the tragedies."

He pointed out that this marked the first time the Ready Reserve Force (RRF) "has been called to action in response to a domestic emergency. In all we sent 11 (Maritime Administration) ships to our Gulf Coast states to help with relief and recovery operations. On board were hard-working crew members from the Seafarers International Union, MEBA and AMO. In essence they became an instant hospitality industry, hosting operation centers, hosting headquarters offices, providing housing, food and other support for over 1,000 police officers, relief workers, port workers, stevedores and others."

Turning with a smile to MTD and SIU President Michael

Sacco, Mineta added, "Mike, I have to applaud your foresight in supporting steward classes for SIU members. The training certainly came in handy as they served up well over a quarter of a million meals, 3,500 meals a day (to relief workers and others on the ships). I had an opportunity to see these tireless crews in action when I toured the port of New Orleans right after landfall and the storm put our fifth-busiest port, the gateway to the nation's interior out of commission."

"But because of the work of all of you, it was only temporary. I'm happy to report that the port is back to 100 percent of pre-Katrina levels. That is quite a turnaround and our nation owes a profound debt of gratitude to the

men and women who played such a critical role in making it happen. So on behalf of President Bush and Vice President Cheney and a very grateful American people: Thank you all. Thank you very, very much for your response to the hurricane relief effort and thanks to all of you for your continued contributions to the prosperity and the wellbeing of this great nation."

Eugene Magee, chief of the Maritime Administration's Reserve Fleet Division, said that the maritime industry's response to the hurricanes suggests the need for a reserve fleet specifically designated for the Federal Emergency Management Agency (FEMA).

"We are looking to create a

new program very similar to the Ready Reserve Force," he stated. "That means jobs for workers and more ships."

Magee noted that a basic tenet of the new program would see ships arriving at "ground zero" within 12 to 24 hours after a disaster. In some cases—as occurred in New Orleans with two of the Cape ships as well as the *USNS Pollux*—it also may be possible and even preferable for vessels "to stay and ride out the storm in port. We have a heavy-weather mooring plan that the ship managers use."

Magee indicated that FEMA officials "are very enthusiastic. They are going to take this pro-

Continued on page 12

AFL-CIO MARITIME TRADES DEPARTMENT – EXECUTIVE BOARD MEETING

MTD Speakers Underscore Jones Act's Value



U.S. Rep. Xavier Becerra

Continued from page 11

S.C.) got straight to the point when he said, "Thank goodness the Jones Act is still in place to protect domestic shipping interests—otherwise our economic and national security would be in direct threat. I will always stand to protect the Jones Act and our domestic shipping industry. It may be time to expand the Jones Act."

U.S. Rep. Neil Abercrombie pointed to the Jones Act as a potential foundation for an expanded national maritime policy. He said he is carrying the message in Congress that "maritime has to be the number one security interest of this nation. Not just port security, but shipbuilding and a merchant marine owned and operated



Capt. Robert Johnston, Senior VP, OSG

under the Jones Act must become a fundamental premise of American policy."

U.S. Rep. Xavier Becerra (D-Calif.) offered a word of thanks to mariners and others in the industry "for keeping it strong despite all the adversity that's out there. Those of us that believe it's the people that make our country and our industry strong pledge to you that the Jones Act will be preserved and that we will fight any waivers that are unnecessary."

AFL-CIO President John Sweeney credited U.S. maritime labor for being "so vigilant about keeping the Jones Act strong and enforced. It just makes common sense to make sure that critical ship-



U.S. Rep. James Clyburn

'We Could Not Have Fought This War Without You'



Vice Adm. David Brewer, Commander, MSC

Continued from page 11

Turning specifically to sealift, Schwartz lauded the value of the U.S. Maritime Security Program (MSP) and also left no doubt that a strong U.S.-flag fleet is a must.

"For the hundred or so ships that we have under way in a typical week, 40 percent or so and increasingly more are commercial for multiple carriers," he stated. "Sealift is essential to victory. America's capacity to engage its enemies at a distance, to provide humanitarian assistance at home and abroad, depends very, very much on your capabilities and know-how. The vast majority of how we get things done is through sealift. My commitment to you today and to Mike

Sacco is that we will continue to work with you and with the Maritime Administration, our nation's shipbuilders and owners to ensure that the nation's commercial seapower is there for sustained and surge military operations."

Schwartz was a keynote speaker last year when the *Alliance New York* reflagged under the Stars and Stripes and enrolled in the MSP. He described the program as "brilliant" and indicated his hope that it may expand "in the not-too-distant future." He also said that the reflagging ceremony "was truly symbolic of what I think is a rising tide of commitment to further strengthen the American Merchant Marine."

He concluded, "We're better



Gen. Norton Schwartz, Commander, TRANSCOM

working as partners than we as individuals. America's capacity to engage our enemies at a distance depends on a strong and reliable merchant marine. We need your counsel, your continued commitment and, of course, the ability that you all bring with conviction to the national defense."

Vice Admiral Brewer is equally passionate in describing the merchant marine's importance. "I've come to love this industry," Brewer said. "We could not have fought this war without this industry. I tell the American people all the time. The Transportation Command has moved the element of the state of Utah during war. That's every man, woman

New Course for Health Reform Is State by State



U.S. Rep. Neil Abercrombie

Continued from page 11

(D-Hawaii) reminded everyone that health insurance was a big factor as U.S. auto manufacturers recently announced the layoffs of "not hundreds, not thousands but tens of thousands" of unionized workers. That's despite the fact that labor, management and government alike all agree that today's workers are more productive than ever.

"If you're more productive, you're supposed to be sharing in the fruit of that production, but we're not," Abercrombie said. "We've got to band together. And if the American labor movement cannot do it, who is going to do it?"



Doug Dority, President, America's Agenda



AFL-CIO President John Sweeney



U.S. Maritime Industry Praised for Hurricane Relief Efforts



James McGregor, President, Ocean Shipholdings



U.S. Secretary of Transportation Norman Mineta

Continued from page 11

gram forward."

James McGregor, president of SIU-contracted Ocean Shipholdings, Inc., related some of the behind-the-scenes efforts that occurred during the 2005 Labor Day weekend to mobilize vessels for the relief mission. He credited the SIU and other maritime unions for helping crew up the ships right away.

"You can't run the business we're in if you don't have the trained and qualified (shipboard) personnel and you don't have them ready quickly," he said.

McGregor also provided a detailed look at each of the ships used in the relief effort—from the type of vessel to the crew complement.



Eugene Magee, Chief of Marine Reserve Fleet Division

CWA Official Provides Cingular Update

Communications Workers of America Vice President Ralph Maly updated the MTD executive board on the stark differences between union-contracted Cingular Wireless and its non-union competitor Verizon Wireless. Maly observed that because Verizon Communications is a union-represented company, some people are under the mistaken impression that Verizon Wireless is, too. In a resolution adopted by the executive board, the MTD noted, "Not only is Verizon Wireless a non-union company, but it also has a long record of attacking workers' rights and blocking workers who only want to make a fair choice about union representation." By contrast, Cingular Wireless—the nation's biggest wireless company—respects the collective bargaining process.



ping is done by U.S.-built, U.S.-owned and U.S.-crewed vessels. I wish we had similar laws when it comes to our defense industry, our oil industry, airlines and airports and our sea ports. They are simply too vital and too critical for any of them to be turned over to foreign nations, even friendly ones."

An estimated 70 percent of the oceangoing self-propelled vessels in the Jones Act fleet are militarily useful. This is crucial because when American forces defend our interests on foreign soil, 95 percent of the materiel they require moves in ships.



UMWA's Kane Emphasizes Safety

During the MTD meeting in San Diego, United Mine Workers of America Secretary-Treasurer Daniel Kane discussed the recent mine tragedies in West Virginia and the need for improved workplace safety in all industries. "There's much that needs to be done and this union is determined that whether the accident happens in a union or non-union mine we're going to be there, because we truly speak for all miners," Kane said. "We will not rest until all accidents are eliminated, all deaths come to an end and every miner in North America has a voice in the workplace."

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child, all their household goods, all their vehicles, and enough fuel for them to survive for 1,000 years. That's what you all have been doing. And that's what the American people need to hear."

Brewer cited a recent trip to Korea and noted the extensive port construction and modernization taking place in that country. "They get it," he said. "They understand that no nation can be a powerful nation unless you are a powerful maritime nation."

Like Schwartz, Brewer also indicated that a bigger MSP may be on the horizon. He said the current program—calling for 60 militarily useful, U.S.-flag commercial ships—"is not enough, period. I need more than that."



MTD and SIU President Michael Sacco

Brewer also said, "I have gone to the chief of naval operations and convinced him that civil service and commercial mariners are the answer to creating a stronger and better Navy." He noted that as MSC gains vessels—including rescue ships, submarine tenders and additional prepositioning ships—it will mean more employment opportunities for civilian mariners (including those on the commercial side). With up to 14 new ships joining MSC's fleet in the near future, "We're talking about another 2,000 or 3,000 jobs," he said.

Finally, Brewer offered perhaps the highest measure of

respect that a military officer can extend. He said that when discussing the U.S. military, "I'm not talking about just the Army or the Navy or the Marine Corps or the Air Force or the Coast Guard. I'm also talking about merchant mariners because merchant mariners are the ones who are carrying the freight. This country does not win wars without merchant mariners. They may take you for granted, but they can't fight without you.... The maritime industry and the sailors who sail on my ships are just as powerful and just as important to the security of this nation as anybody else."



LEFT: Vice Adm. David Brewer, commander, U.S. Military Sealift Command (fourth from left) gladly posed for this photo with members of the SIU's Government Services Division along with SIU VP Government Services Kermet Mangram (third from right) and SIU Assistant Vice President Government Services Chet Wheeler (second from left). The CIVMARS were among a number of rank-and-file members who attended the MTD executive board meeting in San Diego.



RIGHT: MTD and SIU President Michael Sacco (sixth from right) greets SIU members and fellow officials from Southern California following the executive board meeting. Pictured from left to right (beginning second from left) are Jason Stutes, Andrew Linares, Christina Mateer, Angelo Mateer, Robin Ballard, Emilio Palafox, Judy Chester, Warren Lombard, Carlos Solinap, Mike Sacco, Bill Stephens, John Cox, Jesselo Unabia, Sean Leeson and Vern Wallen.

With Crowley Boatmen in San Diego



The *Sea Cloud* (right) and *Spartan* are docked in San Diego as crew members prepare for the next assignment.



Left:
AB Craig
Melwing



Left:
Boatman
Jim Tank



Right:
Capt. Ed Brady



AB Herman Moningka, Wilmington Port Agent John Cox,
Capt. Ed Brady

These photos were taken aboard the *Sea Cloud* in late February in San Diego, where SIU boatmen employed by Crowley were regrouping after one of many days spent assisting on the much-publicized *APL Panama* project. The foreign-flag containership has been grounded in Ensenada, Mexico since Christmas and has become something of a tourist attraction while salvage crews and other workers attempt to move it back to sea. The *Sea Cloud* normally operates in Los Angeles as a general-purpose ship-assist tug but recently has provided much help with the *Panama*.

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

NMU PENSION, ANNUITY & 401(K) PLANS AND NMU VACATION PLAN

Trustee, Administration and
Summary of Material Modifications
for the Year 2005

THE BOARD OF TRUSTEES - Co-Chairmen

EMPLOYER TRUSTEES

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

UNION TRUSTEES

David Heindel, Secretary-Treasurer
Seafarers International Union of N.A.
AGLIWD/NMU
5201 Auth Way
Camp Springs, MD 20746
(301) 899-0675

AMENDMENTS & OTHER ITEMS

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

During 2005, the Board of Trustees adopted several amendments of significant importance to the membership and the Plans. Generally the amendments:

1. Changed the cash-out provision effective March 28, 2005 to stipulate that in the event of a mandatory distribution greater than \$1,000 the plan will rollover the funds into a qualified retirement account.
2. Provided for a 2 percent increase at December 31, 2005 for participants active in 2006.
3. Provided a thirteenth check for every retiree or beneficiary who is eligible to receive a pension benefit with an effective pension date of August 1, 2005 or earlier.
4. Provided a special election of additional pension benefits for Hurricane Katrina victims.

NMU Vacation Plan:

There were no changes in plan benefits in 2005.

ADMINISTRATOR

Miriam Bove
NMU Benefit Plans
360 West 31st Street, 3rd Floor
New York, NY 10001-2727

A LOS QUE HABLAN ESPAÑOL

Esta noticia contiene informacion importante sobre sus derechos como marino bajo los planes del Plan NMU Pension, Mantenimiento, y Vacacion. Si tuviera usted dificultades para comprender alguna parte de esta noticia se la explicara la misma en espanol. Esta ayuda podra recibirla en persona en la oficina principal del Plan, ubicada en el numero 360 Calle 31 Oeste Piso 3, Nueva York, NY 10001. O bien, puede comunicarse con el Representante del Plan en cualquier sucursal de la NMU. Las horas de oficina en todas estas sucursales son de 9:00 a.m. a 4:30 p.m. de Lunes a Viernes. Tambien podra escribir o llamar por telefono, si le resultara mas conveniente. No obstante, las cartas en espanol deberan ser dirigidas a la oficina del Plan de Nueva York. Las llamadas telefonicas para solicitar ayuda en espanol deberan tambien ser hechas a la oficina del Plan en Nueva York, cuyo numero de telefono es: 1-212-337-4900, o el numero de llamadas gratis: 1-888-424-4949.

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 2006

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	0	1	0	1	0	0	0	2	5	4
Anchorage	0	5	4	0	4	2	2	0	11	4
Baltimore	3	8	2	8	5	2	2	7	8	3
Fort Lauderdale	14	12	4	5	5	2	3	21	33	6
Guam	2	6	1	0	6	1	1	5	7	1
Honolulu	9	14	1	5	8	0	1	19	14	4
Houston	43	26	15	23	10	6	8	63	49	31
Jacksonville	27	20	9	18	8	3	9	47	41	18
Joliet	0	1	0	0	1	0	0	1	3	1
Mobile	7	12	3	11	8	2	4	14	13	5
New Orleans	25	3	7	6	4	4	6	33	12	8
New York	39	29	10	19	15	6	17	77	44	21
Norfolk	13	12	9	14	10	5	5	17	28	12
Philadelphia	5	1	1	5	2	2	3	7	7	1
Piney Point	2	18	1	2	6	1	0	1	17	1
Puerto Rico	3	11	0	3	2	0	3	11	17	2
San Francisco	18	10	3	18	4	2	11	28	18	5
St. Louis	2	2	1	2	5	1	2	1	8	2
Tacoma	31	31	11	29	15	7	11	59	58	26
Wilmington	23	19	8	20	12	0	7	42	42	17
Totals	266	241	90	189	130	46	95	455	435	172
ENGINE DEPARTMENT										
Algonac	0	2	0	0	1	1	0	1	1	3
Anchorage	0	1	0	0	3	0	0	0	0	0
Baltimore	3	5	0	5	4	0	1	4	6	1
Fort Lauderdale	3	6	4	1	2	4	2	7	16	7
Guam	1	2	0	0	1	1	0	1	4	0
Honolulu	5	3	4	8	5	2	3	12	5	5
Houston	6	12	13	8	9	7	7	22	17	11
Jacksonville	12	16	4	11	10	2	1	30	29	10
Joliet	0	0	0	0	0	0	0	1	1	0
Mobile	4	4	3	7	5	0	2	9	8	4
New Orleans	4	3	0	5	5	0	2	7	7	1
New York	15	10	7	3	3	4	9	26	19	13
Norfolk	7	5	6	2	6	2	3	13	17	9
Philadelphia	1	5	0	1	2	0	2	4	8	1
Piney Point	3	1	0	2	0	0	1	4	2	1
Puerto Rico	3	2	0	4	2	0	1	4	3	0
San Francisco	9	11	1	8	5	3	4	14	16	4
St. Louis	0	3	1	0	1	3	1	1	6	0
Tacoma	13	17	5	10	14	5	11	21	24	6
Wilmington	12	6	7	8	4	1	3	20	10	14
Totals	101	114	55	83	82	35	53	201	199	90
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	1	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	1	2	1	0	1	3	1	2	1
Fort Lauderdale	4	9	4	2	5	0	2	4	12	4
Guam	0	6	0	0	2	1	0	1	5	0
Honolulu	15	5	0	5	6	0	1	21	8	1
Houston	18	6	3	10	2	4	5	37	9	5
Jacksonville	18	11	6	17	4	2	4	27	21	12
Joliet	1	0	1	1	0	0	0	1	0	1
Mobile	6	4	3	3	1	1	0	9	10	2
New Orleans	6	3	3	3	2	1	0	14	4	4
New York	14	7	2	13	4	0	5	33	14	4
Norfolk	5	16	1	5	12	0	5	13	20	6
Philadelphia	0	0	0	0	0	0	0	4	1	0
Piney Point	4	5	0	1	2	0	0	4	5	0
Puerto Rico	2	2	0	0	1	0	0	2	2	0
San Francisco	21	4	0	8	1	0	5	46	7	0
St. Louis	2	1	0	1	0	0	0	3	1	2
Tacoma	16	9	2	10	4	3	5	28	15	3
Wilmington	15	7	3	22	6	3	6	41	13	4
Totals	148	96	30	102	52	16	41	290	149	49
ENTRY DEPARTMENT										
Algonac	0	2	5	0	1	2	0	1	1	5
Anchorage	0	4	3	0	2	3	0	0	5	9
Baltimore	0	2	2	1	1	1	0	0	3	3
Fort Lauderdale	0	7	10	0	5	2	0	0	12	22
Guam	0	2	1	0	0	0	0	0	2	3
Honolulu	3	7	10	3	5	2	0	4	12	13
Houston	6	23	12	4	9	6	0	5	41	33
Jacksonville	1	12	11	2	9	7	0	2	25	24
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	0	3	2	0	4	1	0	1	8	5
New Orleans	5	5	5	2	3	2	0	4	10	6
New York	5	34	18	2	17	8	0	8	61	41
Norfolk	1	9	17	1	3	4	0	0	18	28
Philadelphia	0	0	0	0	0	0	0	0	0	0
Piney Point	0	26	18	0	5	16	0	0	23	17
Puerto Rico	0	2	3	1	0	1	0	0	3	2
San Francisco	3	15	6	5	7	3	0	7	20	12
St. Louis	0	0	0	0	0	0	0	0	1	3
Tacoma	4	19	16	4	11	4	0	8	31	21
Wilmington	1	10	9	1	7	5	0	1	10	21
Totals	29	182	149	26	89	67	0	41	286	269
Totals All Departments	544	633	324	400	353	164	189	987	1,069	580

*"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.

May & June 2006 Membership Meetings

Piney Point	Monday: May 8, June 5
Algonac	Friday: May 12, June 9
Baltimore	Thursday: May 11, June 8
Boston	Friday: May 12, June 9
Guam	Thursday: May 25, June 22
Honolulu	Friday: May 19, June 16
Houston	Monday: May 15, June 12
Jacksonville	Thursday: May 11, June 8
Joliet	Thursday: May 18, June 15
Mobile	Wednesday: May 17, June 14
New Orleans	Tuesday: May 16, June 13
New York	Tuesday: May 9, June 6
Norfolk	Thursday: May 11, June 8
Philadelphia	Wednesday: May 10, June 7
Port Everglades	Thursday: May 18, June 15
San Francisco	Thursday: May 18, June 15
San Juan	Thursday: May 11, June 8
St. Louis	Friday: May 19, June 16
Tacoma	Friday: May 26, June 23
Wilmington	Monday: May 22, June 19

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

Personals

SUZANNE CASTONGUAY

Please contact Tom Christie. You may e-mail him at gizorp1@hotmail.com.

LOOKING FOR SHIPMATES

Elton "Whitey" Wilde is looking to hear from any of his old shipmates who sailed with him aboard Delta, Waterman and Isthmian vessels, among others. You may write him at 813 Old Highway 11, Countryview Dr., Carriere, MS 39426.

ANYONE WHO SAILED ON GLOMAR SHIPS

Anyone who said aboard the Glomar Navigator or Glomar Explorer in 1973 is asked to contact John Swain at (616) 776-9920.

SDRF Contributions

The last few editions of the LOG included lists of individuals who contributed to the Seafarers Disaster Relief Fund (SDRF). Since then, additional contributions were received from the following individuals:

Hezam Reyme
Jason Brown
Scott Bowmer
Anthony Bartley
Robert Stone
Pablito Dagsa
Mark Scardino
Manuel Basas
James Buckowski
John Walsh
Mark Paterson
Nekeisha Patrick
Otto Kurtz
Delores Brown
Rubin Mitchell
Terrance Bing
Arnolfo Bada

Seafarers International Union Directory

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *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

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

GUAM

P.O. Box 315242, Tamuning, Guam 96931-5242
Cliffline Office Ctr., Bldg. B, Suite 103
422 West O'Brien Dr., Hagatna, Guam 96931
(671) 477-1350

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/ALTON

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

FEBRUARY 16 — MARCH 15, 2006

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	1	1	0	2	0	1	0	17	10	2
Houston	6	1	2	9	1	1	3	31	9	1
Jacksonville	2	2	1	3	3	1	3	4	2	0
New Orleans	10	3	0	4	1	0	1	17	9	2
New York	14	4	0	9	5	0	14	45	14	0
Norfolk	1	0	0	1	0	0	0	2	0	0
Tacoma	0	2	0	0	2	0	2	1	1	0
Wilmington	1	0	1	1	0	1	0	2	2	0
Totals	35	13	4	29	12	4	23	119	47	5
ENGINE DEPARTMENT										
Boston	4	0	0	0	0	0	0	9	1	1
Houston	5	0	1	1	0	1	1	16	7	2
Jacksonville	1	2	0	1	2	1	1	2	1	1
New Orleans	0	0	0	1	0	0	0	3	4	3
New York	3	0	0	5	2	0	2	16	8	0
Norfolk	0	0	2	0	0	2	1	0	0	0
Tacoma	0	0	0	0	0	0	0	0	1	0
Wilmington	2	0	0	2	0	0	1	5	0	0
Totals	15	2	3	10	4	4	6	51	22	7
STEWARD DEPARTMENT										
Boston	1	0	1	0	0	0	0	9	2	1
Houston	1	3	2	4	0	2	1	11	5	1
Jacksonville	0	0	0	1	0	0	0	4	1	2
New Orleans	1	0	0	0	0	0	0	3	1	3
New York	5	1	0	6	2	0	4	9	8	0
Norfolk	0	0	0	0	0	0	0	1	1	1
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	2	0	1	1	0	1	1	0	0	0
Totals	10	4	4	12	2	3	6	37	18	8
Totals All Departments	60	19	11	51	18	11	35	207	87	20

PICS-FROM-THE-PAST

These photos were sent to the Seafarers LOG by Pensioner Russ Barrack of Jacksonville, N.C.

They were taken in the spring of 1975 aboard a Hudson Waterways Corp. T-2 tanker—the first ship on which Barrack sailed.

Those were the days of three men to a room and no air conditioning—"but they were great days," he said in a note accompanying the photos.



Above, in the ship's mess hall, are (seated from left) "Recertified Bosun Gus Magoulas, Bosun Frank Swartz, OS Russ Barrack and OS Danny. Standing are 'Whitey' and Bosun Mario Zepeda."

Barrack, who said he hasn't seen his fellow shipmates since that voyage in 1975, graduated from class 168 at the Paul Hall Center in 1974 and continually upgraded his skills, first to AB and finally to recertified bosun in 1993. He retired in 2002 and moved from Virginia to North Carolina.

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



DEEP SEA



WERNER BECHER, 71, became a Seafarer in 1966. Brother Becher, who was born in Germany, worked in the

deck department. His first ship was the *Connecticut*. Brother Becher enhanced his seafaring abilities on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He most recently shipped on the *Horizon Navigator*. Brother Becher calls Waveland, Miss. home.

CHARLES BROWN, 69, began sailing with the SIU in 1962 in New Orleans. Brother



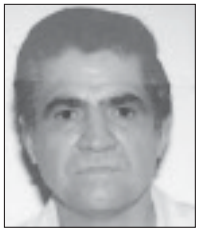
Brown initially shipped on the *Del Alba* in the steward department. In 1962, the Louisiana-born mariner upgraded his skills at the union-affiliated school in Piney Point, Md. Brother Brown's most recent voyage was aboard the *Inger*. He makes his home in St. Louis.



OLIVER DOTSON, 65, joined the ranks of the SIU in 1966. Brother Dotson is a Texas native. He first

worked on a Delta Steamship Line vessel as a member of the deck department. He upgraded his skills several times at the Seafarers-affiliated school in Piney Point, Md. Brother Dotson last sailed aboard the *El Faro*. He is a resident of Texas City, Texas.

AMERICO GARAYUA, 60, joined the SIU in 1969 in the port of New York. Brother



Garayua first shipped on the *Robin Kirk*. Born in Guanica, P.R., Brother Garayua upgraded a number of times at the Paul Hall Center. His most recent voyage was on board the *Horizon Crusader*. Brother Garayua resides in Puerto Rico.



HANS GOTTSCHLICH, 66, began his seafaring career in 1980. Brother Gottschlich first shipped

from New Orleans on the *Oceanic Independence*. The deck department member was born in Germany. Brother Gottschlich upgraded in 2000 at the training school in Piney Point, Md. His most recent trip to sea was aboard the *USNS Brittin*. Brother Gottschlich lives in Florida.

WILBERT HAYWOOD, 67, joined the union in 1998. Brother Haywood's first voyage was on the 2nd Lt. *John Paul Bobo*. He is a native of Hampton, Va. Brother Haywood attended the Piney Point school in 2000 and 2001 to upgrade his seafaring skills. His last ship was the *USNS Effective*. Brother Haywood calls Portsmouth, Va. home.

WINSTON MARCHMAN, 70, hails from San Jose, Calif. Brother Marchman became an SIU member



in 1991, first sailing aboard the *USNS Harkness*. Brother Marchman sailed in the steward department. He upgraded frequently at the union-affiliated school. Brother Marchman makes his home in Virginia Beach, Va. Prior to retiring from the union, he worked on the *SL Pride*.

JOSE ORTIZ, 65, joined the SIU in 1977. Brother Ortiz, who was born in Puerto Rico, first sailed aboard a Hudson Waterways vessel. He enhanced his skills numerous times at the Paul Hall Center. Brother Ortiz most recently worked on the *Maersk Carolina*. He is a resident of Brooklyn, N.Y.



MOSE PEACOCK JR., 60, began his seafaring career in 1978 in the port of San Francisco. Brother Peacock

worked as a member of the steward department. His first ship was the *Santa Maria*. Brother Peacock attended classes on three occasions at the SIU-affiliated school in Piney Point, Md. He most recently sailed on the *SL Lighting*. Brother Peacock resides in Bradenton, Fla.

ALEX RELOJO, 66, was born in the Philippines. Brother Reajo joined the union in 1990, first sailing aboard the *Independence*. He upgraded his skills in 1991 and 2000 at the Piney Point school. Before retiring he worked on the *Overseas Joyce*. Brother Reajo makes his home in San Jose, Calif.

LOUIS SANTIAGO, 68, launched his SIU career in 1956. Brother Santiago first sailed aboard the *Del Sud*, where he was



a member of the engine department. The Puerto Rico-born mariner attended classes in 1976 at the Seafarers-affiliated school in Piney Point, Md. Brother Santiago continues to call Puerto Rico home.

BENIGNO SANTOS, 62, joined the SIU in 1974 in the port of New York. Brother Santos' first vessel was the *San Juan*. He was

a member of the steward department. Brother Santos lives in Oviedo, Fla.

VINCENT SIGUENZA JR., 61, became an SIU member in 1978 in the port of San Francisco. Born in Hawaii, Brother Siguenza shipped in the steward department. His first voyage was on the *Santa Maria*; his most recent was on the *Grand Canyon State*. Brother Siguenza resides in Las Vegas.

VAINUU SILI, 62, joined the union in 1974 in the port of San Francisco. Brother Sili's first ship was the *Santa Maria*; his last was the *Horizon Navigator*. He was born in Pago Pago, American Samoa. Brother Sili, who upgraded his skills often at the Paul Hall Center, worked in the steward department. He is a resident of Ewa Beach, Hawaii.

INLAND



JAMES RICE, 56, embarked on his SIU career in 1974. Boatman Rice first shipped on a vessel operated by

CG Willis Inc. The North Carolina native upgraded his seafaring skills several times at the training facility in Piney Point, Md. Boatman Rice, who last worked aboard a Maritrans Operating Co. vessel, makes his home in Lowland, N.C.

PAUL ROACH, 73, started shipping with the Seafarers in 1988

from the port of Mobile, Ala. Boatman Roach's first SIU voyage was aboard the *Energy Ammonia*; his most recent was on the *Crescent Mobile*. The deck department member, who was born in Mobile, Ala., continues to reside in Alabama.

GREAT LAKES

DENNIS PRIDDLE, 62, joined the union in 1972. Brother Priddle sailed primarily aboard vessels operated by Luedtke Engineering Company. He was born in Hazel Park, Mich. and now lives in Frankfort, Mich.



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



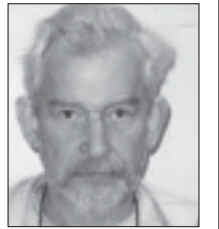
CARSIE FAIRMAN, 67, began shipping with the NMU in 1965 from San Pedro, Calif. Brother Fairman, who is a native of Mississippi, first sailed on the *Pasadena*. His last ship was the *Kittanning*.

JAMES DeCLARK, 58, joined the union in 1969 in the port of New Orleans. Brother DeClark

was born in Middletown, Pa. He most recently went to sea on the *Lykes Navigator*.

WILLIE POMPY, 67, joined the NMU in 1968 in the port of Mobile, Ala. Brother Pompy's first voyage was on the *Dick Lykes*, where he worked as a member of the engine department. He most recently sailed aboard the *Delaware Trader*.

TOM REAY, 56, was born in Lynn, Mass. Brother Reay became a union member in 1973. His first trip to sea, aboard the *African Moon*, originated from Boston, Mass. Brother Reay worked in the engine department. His most recent voyage was aboard the *Keystone Georgia*.



GUS WEBSTER, 65, embarked on his NMU career in 1966, first sailing from New Orleans. Brother

Webster was a member of the steward department. Prior to his retirement, he shipped on the *Atigun Pass*.

In addition to the individuals listed above, the following NMU pensioners retired on the dates indicated.

Name	Age	EDP
Floyd, Anthony	65	March 1
Hernandez, Pilar	66	Feb. 1

Reprinted from past issues of the Seafarers LOG.

1946

Voting on the ships of the Isthmian Steamship Company in the National Labor Relations Board election commenced on March 29. The first ship to be voted was the *SS Mobile City* in New Orleans, on Saturday, March 29. Within a few days, ballots were cast on the *Wm. N. Byers* in Galveston, the *Nicaragua Victory* and the *Mandan Victory* in Baltimore, the *Thomas Cresap* in New York and the *Marine Fox* in Seattle. All reports indicate a favorable SIU vote. *(Editor's note: The NLRB later certified the SIU as the bargaining representative of the company's unlicensed mariners.)*

1967

The United States Coast Guard recently granted approval of the lifeboat certification training at the Harry Lundeberg School of Seamanship. In the future, examinations for lifeboat certification will be given to seamen who attend the school after their lifeboat training without a wait to allow them to build up 90 days' sea time. Under the arrangement with the Coast Guard, seafarers who pass the examination at the end of their lifeboat train-

ing will be automatically given their lifeboat tickets after they have sailed for the required 90 days to gain certification.

1979

The *LNG Libra*, the sixth LNG vessel built by Energy Transport Company, set sail on its maiden voyage to Indonesia on April 18. The 986-foot ship becomes the eighth LNG vessel to fly the U.S. flag. Like all previous U.S.-flag LNG ships, the *Libra* is

manned by SIU seamen. Most of the *Libra's* crew has had prior experience on LNG ships.

1995

The SIU urged Congress to enact maritime revitalization legislation this year when the House Merchant Marine Oversight Panel held its first hearing on the Maritime Security Act of 1995 (H.R. 1350) on April 6. SIU President Michael Sacco, testifying on behalf of all U.S. maritime unions, told the panel, "Enactment of maritime reform legislation is essential to our nation. Our country's security, the survival of our industry and thousands of American jobs are at stake." H.R. 1350 was presented to Congress on March 10 by Transportation Secretary Federico Pena. The legislation calls for a 10-year, \$1 billion program that would provide annual funding for approximately 50 U.S.-flag ships.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

JIM BARBACCIA



Pensioner Jim Barbaccia, 83, passed away Dec. 7. Brother Barbaccia launched his SIU career in 1953 in the port of New York. His first ship was the *Burbank Victory*, on which he worked as a member of the deck department. Brother Barbaccia was born in New York. Prior to retiring in 1986, he sailed on the *San Juan*. Brother Barbaccia called Riverhead, N.Y. home.

AARON FIELDS



Pensioner Aaron Fields, 76, died Sept. 16. Brother Fields joined the union in 1956. Born in Louisiana, he first sailed on the *Monarch of the Sea*. Brother Fields retired in 1987 and made his home in Metairie, La. His last ship was the *Venture*.

PETE HOPELAND



Pensioner Pete Hopeland, 77, passed away Dec. 22. Brother Hopeland became a Seafarer in 1961 in New York. His first SIU voyage was aboard the *Hurricane*. Brother Hopeland, who was born in Poland, shipped in the deck department. His last voyage was on the *Patriot*. Brother Hopeland went on pension in 1988. He lived in Arizona.

AVELINO MENDOZA



Pensioner Avelino Mendoza, 67, died Sept. 20. Brother Mendoza joined the SIU in 1979, first sailing aboard a vessel operated by Anchorage Tankship Corp. Brother Mendoza, who was born in the Philippines, worked in the deck department. His last voyage was aboard the *Florida*. Brother Mendoza settled in Jersey City, N.J., and began receiving his retirement compensation in 2002.

Brother Mendoza settled in Jersey City, N.J., and began receiving his retirement compensation in 2002.

RAY MILLER



Pensioner Ray Miller, 85, passed away Nov. 1. Brother Miller, a native of Hagerstown, Md., joined the SIU in 1961. He first sailed from New Orleans on board the *Lafayette*. He most recently worked on the *Sealift Caribbean*. Brother Miller was a resident of Rockport, Texas. The steward department member started collecting his retirement stipends in 1985.

JOHN MOSS

Pensioner John Moss, 77, died Sept. 29. Brother Moss began shipping with the SIU in 1966. His first vessel was the *Bangor*; his last was the *Overseas Chicago*. Brother Moss, who was born in Wisconsin, worked in the deck department. He became a

pensioner in 1994. Brother Moss resided in New Orleans.

JAMES PRAYTOR

Pensioner James Praytor, 80, passed away Sept. 17. Brother Praytor embarked on his seafaring career in 1956 in New York. His first trip to sea was aboard the *Madaket*. A native of Florida, Brother Praytor shipped in the engine department. He last sailed on the *Horizon Consumer*. Brother Praytor retired in 1990 and called Harvey, La. home.

ALBERTO ROCHA



Pensioner Alberto Rocha, 87, died Aug. 29 in New Orleans during the aftermath of Hurricane Katrina. Brother Rocha, who was born in Brazil, joined the union in 1943 in the port of New York. His first ship was the *Ocean Star*. Brother Rocha last sailed on the *John Penn*. He started receiving his pension in 1973. Brother Rocha made his home in New Orleans.

REYNALDO ROSETE



Pensioner Reynaldo Rosete, 69, passed away Sept. 30. Brother Rosete began his SIU career in 1970 in Seattle. He first sailed aboard the *Steel Executive*. Brother Rosete, who was born in the Philippines, made his last SIU voyage on the *Mariner*. He went on pension in 2002 and continued to live in the Philippines.

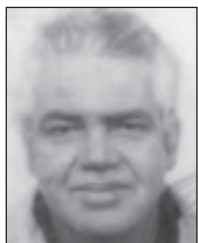
JAMES SHORTELL



Pensioner James Shortell, 83, died Nov. 27. Brother Shortell became a Seafarer in 1952. He first worked aboard vessels operated by Delta Steamship Lines. Brother Shortell was born in New York and worked in the deck department. He retired in 1987 and lived in San Francisco.

INLAND

DAVID JONES



Pensioner David Jones, 74, passed away June 30. Boatman Jones joined the ranks of the SIU in 1951. The Virginia-born mariner last went to sea aboard a McAllister Towing Company vessel. Boatman Jones began collecting his pension in 1994. He was a resident of Chesapeake, Va.

LLOYD ORR



Pensioner Lloyd Orr, 80, died Aug. 11. Boatman Orr began his seafaring career in 1951, first working aboard American Bridge Company vessels. Boatman Orr was a native of Lecompte, La. His last voyage was on a G&H Towing Company vessel. Boatman Orr became a pensioner in 1987. He lived in Arkansas.

GREAT LAKES

MARVIN SCHMITZ



Pensioner Marvin Schmitz, 71, passed away Oct. 31. Brother Schmitz joined the union in 1973. He first worked on Columbia

Shipping Company vessels. Brother Schmitz, who was born in Wisconsin, sailed as a member of the deck department. Many of the vessels on which he shipped were operated by American Steamship Company. Brother Schmitz resided in his native state and went on pension in 1999.

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.

RAYMOND ADDISON



Pensioner Raymond Addison, 74, passed away Oct. 11. Brother Addison became an NMU member in 1951, first sailing from the port of New Orleans aboard the *Brinton Lykes*. He sailed as a member of the steward department. Brother Addison, who was born in Louisiana, last worked on the *Letitia Lykes*. He retired in 1973.

MELVIN DAVIS



Pensioner Melvin Davis, 77, died Oct. 24. Brother Davis started his NMU career in 1944. He was a native of Virginia. Before retiring in 1983, Brother Davis shipped on the *American Lynx*.

KEMRON EBANKS



Pensioner Kemron Ebanks, 74, passed away Oct. 1. Brother Ebanks joined the NMU in 1957, initially sailing from the port of New Orleans aboard the *Gatun*. He was born in Honduras. Brother Ebanks' last sea voyage was on the *James Lykes*. He went on pension in 1993.

DANIEL FEATHER



Pensioner Daniel Feather, 82, died Oct. 16. Brother Feather commenced his seafaring career in 1943 in the port of New York. He first worked aboard the *Eastern Crown* as a member of the steward department. During his NMU career, Brother Feather also sailed in the engine department. He started receiving compensation for his retirement in 1973.

HENRY FLOYD

Pensioner Henry Floyd, 84, passed away Oct. 25. Brother Floyd donned



the NMU colors in 1941. Born in Jacksonville, Fla., he was a member of the steward department. Brother Floyd's first voyage was on the *Dorchester*.

The Florida native last worked aboard the *Independence*. In 1966, Brother Floyd began collecting his pension.

PEDRO GIMENEZ



Pensioner Pedro Gimenez, 81, died Sept. 18. Brother Gimenez joined the union in 1951 in the port of New York. He was born in San Juan, P.R.

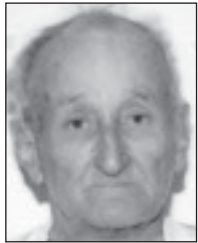
and shipped in the steward department. Prior to retiring in 1968, Brother Gimenez sailed on the *United States*.

ROBERT MITCHELTREE



Pensioner Robert Mitcheltree, 70, passed away Nov. 20. Brother Mitcheltree began sailing with the NMU in 1971 after serving in the U.S. Army. The deck department member was born in Iowa City, Iowa. Brother Mitcheltree retired in 1999 and resided in Houston.

JOSE MUNDO



Pensioner Jose Mundo, 83, passed away Sept. 25. Brother Mundo began his career with the NMU in 1949. He first shipped from the port of Baltimore, Md. aboard the *Texas Trader*. Born in Panama, Brother Mundo was a member of the engine department. He last sailed on the *Adventure*. Brother Mundo became a pensioner in 1987.

ARTHUR NETTLES



Pensioner Arthur Nettles, 79, died Sept. 27. Brother Nettles embarked on his seafaring career in 1949 in the port of Mobile, Ala. The steward department member, who was born in Alabama, most recently worked aboard the *Texaco Mississippi*. He started receiving his retirement stipends in 1988.

WALTER PIERCE



Pensioner Walter Pierce, 84, passed away Oct. 22. Brother Pierce started sailing with the NMU in 1970 from San Pedro, Calif. His first ship was the *Buffalo Wallow*. During his seafaring career, Brother Pierce shipped in the engine department. He last sailed aboard the *Kittanning* before retiring in 1983.

JEARLINE PORTER



Pensioner Jearline Porter, 76, died Sept. 25. Brother Porter became an NMU member in 1946, initially sailing from the port of Norfolk, Va.

His first ship was the *Black Jack*; his last was the *Chemical Pioneer*. Brother Porter went on pension in 1993.

CARLOS VIRELLA



Pensioner Carlos Virella, 86, passed away Oct. 16. Born in Guayama, P.R., Brother Virella began his NMU career in 1952. His first voyage was aboard the *Washington*. Brother Virella sailed as a member of the steward department. He began collecting compensation for his retirement in 1972.

Editor's Note: In addition to the individuals listed above, the following NMU members, all of whom were pensioners, passed away on the dates indicated.

Name	Age	DOD
Andrew, Charles	86	Feb. 16
Aviles, Ricardo	90	Feb. 23
Boswell, Lawrence	79	Feb. 27
Burns, James	82	Dec. 9
Calicchio, Vincent	81	Feb. 5
Calvente, Victor	87	Feb. 2
Chamorro, Hector	66	Jan. 11
Coates, James	94	Jan. 11
Crombie, James	79	Feb. 1
Cruz, Bernardino	84	Feb. 13
Geleta, Zigmund	85	Jan. 26
Giraud, Emma	94	Feb. 26
Grucko, Michael	78	Nov. 18
Gutierrez, Frank	83	Jan. 3
Harmacey, Constantine	78	Jan. 30
Hazen, Charles	71	Jan. 16
Higgins, Haman	88	Nov. 10
Johnson, Lawrence	79	Feb. 23
Kanazawa, Ken	82	Feb. 2
Lawless, Joseph	89	Jan. 29
Leon, Pedro	95	Dec. 29
Lopez, Ramona	82	Jan. 13
Martinez, Victor	81	Feb. 5
Martin, Freddy	81	Jan. 21
McDonough, Alberto	78	Dec. 23
Medina, Arturo	79	Feb. 22
Merrill, Edwin	71	Jan. 17
Montanez, Francisco	84	Jan. 8
Morales, Alberto	84	Jan. 21
Nelson, Chapman	87	Feb. 1
Padilla, Joseph	85	Dec. 30
Pintor, Juan	81	Jan. 31
Polete, Thomas	88	Dec. 3
Richmond, James	78	Jan. 8
Rodriguez, Samuel	84	Dec. 22
Scott, Anthony	70	Dec. 18
Seifried, John	92	Jan. 10
Shackelford, Russell	90	Feb. 19
Simon, Joseph	78	Dec. 21
Singleton, Joseph	55	Jan. 8
Strom, Kenneth	80	Jan. 13
Taville, Harley	80	Dec. 23
Tenreiro, Julio	86	Jan. 21
Valdez, Larry	79	Jan. 28
Vigo, Pedro	86	Jan. 21
Vilbar, Sofronio	97	Jan. 26
Webster, Andrew	80	Feb. 7
Williams, Arthur	84	Nov. 12

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.

1ST LT. JACK LUMMUS

(American Overseas Marine), Jan. 30—Chairman **William L. Bratton**, Secretary **Gregory N. Williams**, Educational Director **Joseph B. Callaghan**, Engine Delegate **Kenneth L. Couture**. Chairman announced arrival of ship in Guam on Feb. 1 and advised crew to be ready for heavy work schedule, including bunkers, stores and military security training. He also discussed new launch time table for Guam and Saipan. Educational director urged mariners to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. List of upcoming courses is in each issue of *Seafarers LOG*. Treasurer stated \$617 in ship's fund. No beefs or disputed OT reported. Steward department thanked fellow crew members for their support over last four months. Printer to be installed on crew's computer and, hopefully, receipt of new copy machine.

CHEMICAL TRADER (Intrepid Personnel), Jan. 29—Chairman **Michael D. Wittenberg**, Secretary **Josue L. Iglesia**, Educational Director **Troy D. Banks**, Steward Delegate **Manes Sainvil**. Chairman stated payoff to take place in Providence, R.I. He also spoke about changes made to health care and prescription benefits. He noted that crew members had lots of questions and requested more information and contact person. Secretary reminded Seafarers of importance to contributing to SPAD. Educational director encouraged everyone to take advantage of upgrading opportunities available at Paul Hall Center. Treasurer stated \$2,414 in ship's fund. No beefs or disputed OT reported. Suggestions were made to increase wages in next contract and lower age required to retire. Vote of thanks given to steward department for good meals every day.

CP LIBERATOR (Marine Transport Lines), Jan. 27—Chairman **Zeki Karaahmet**, Secretary **Alvin E. Major**, Educational Director **Ronnie L. Day Jr.**, Deck Delegate **Terrell Alston**, Engine Delegate **Manuel A. Uy Jr.**, Steward Delegate **Alan J. Wolansky**. Chairman announced Jan. 28 payoff in Houston. He led discussion of president's report from latest LOG, and spoke about crucial role SPAD contributions play in livelihood of Seafarers. Educational director advised mariners to check document expiration dates and start renewal process early, if necessary. Treasurer stated \$10,241 in ship's fund. No beefs or disputed OT reported. Request made that transportation be provided from gangway to gate since taxis are not allowed on docks in Charleston. Thanks given to

steward department for job well done.

INTREPID (Maersk Line Limited), Jan. 30—Chairman **Frank P. Sena**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Engine Delegate **Erik Nappier**. Chairman reported that new washer and dryer had been received aboard ship. Educational director urged members to upgrade seafaring skills at union-affiliated school in Piney Point, Md. He also reminded them to check expiration dates on all documents and keep them current. No beefs or disputed OT reported. Request submitted for two reclining chairs as well as weight machines for crew and officer lounges. Vote of thanks given to steward department for good work and food. Next ports: Oakland and Los Angeles, Calif.

SEABULK TRADER (Seabulk Tankers), Jan. 27—Chairman **Robert J. Coleman**, Secretary **Ronald Tarantino**, Educational Director **LeBarron West**. Chairman notified crew that vessel would anchor Jan. 29 on arrival in Lakes Charles, La. Payoff would take place at the dock with patrolman present. Educational director informed mariners of pullout section of January LOG devoted to Piney Point classes and descriptions of each course. No beefs or disputed OT reported. Crew requested washing machine be replaced. Members were asked to help environmental efforts by continuing to separate plastics from trash. Everyone was thanked for assisting in keeping house clean.

USNS BOB HOPE (American Overseas Marine), Jan. 27—Chairman **Eugene T. Grantham**, Secretary **Pedro R. Castillo**, Educational Director **Samuel Deason**, Engine Delegate **David M. Dunklin**. Chairman stated payoff to take place Jan. 31 in Tacoma, Wash. Secretary reported smooth sailing during recent voyage. Treasurer stated \$919.12 in ship's fund. No beefs or disputed OT reported. Crew members were asked to bring garbage to trash room on A deck before getting off ship and clean room for next person.

USNS FISHER (American Overseas Marine), Jan. 22—Chairman **William D. Leachman**, Secretary **Leslie Davis**, Deck Delegate **Luis A. Valerio**, Steward Delegate **Tamara A. Houston**. Chairman reported good crew. Educational director encouraged everyone to attend upgrading classes at Seafarers-affiliated school. No beefs or disputed OT reported. Clarification requested on transportation, which appears to be changing each trip. Thanks given to all three departments for great work. Next port and port of pay-

off: Charleston, S.C.

ACHIEVER (Maersk Line Limited), Feb. 5—Chairman **William Henderson**, Secretary **John G. Reid**, Educational Director **Christopher M. Devonish**, Deck Delegate **Craig A. Pare**, Engine Delegate **Gary J. Timmons**, Steward Delegate **Bernadette R. Yancy**. Chairman thanked crew for a safe trip. Secretary stated stores were replenished in Houston and expressed gratitude to all aboard for a great trip. Educational director advised members to keep documents current and attend Piney Point training facility to upgrade skills. No beefs or disputed OT reported. Crew requested installation of satellite TV and radios in all rooms.

GREEN DALE (Waterman Steamship Corp.), Feb. 6—Chairman **William R. Britten**, Secretary **Julio J. Marcone**, Deck Delegate **William D. Dukes**, Engine Delegates **Arthur L. Guy**, Steward Delegate **Bienvenido C. Badillo**. Chairman thanked steward department for great food during trip. He advised those leaving ship that yearly pay raise is still due and if they do not receive a check within a month, contact their hiring hall. Educational director informed crew they should take advantage of the many courses available at Paul Hall Center. No beefs or disputed OT reported. Crew would like internet access. Fans for rooms also would be appreciated since air conditioning is strained when in Persian Gulf. Clarification requested on OT for sanitary done outside normal working hours. Next port and port of payoff: Tacoma, Wash.

HORIZON CRUSADER (Horizon Lines), Feb. 25—Chairman **Antonio M. Mercado**, Secretary **Joseph P. Emidy**, Steward Delegate **Richard A. Gegenheimer**. Chairman announced payoff Jan. 27 in Oakland, Calif. and thanked crew for helping keep ship clean. No beefs; disputed OT reported in engine department. Recommendations made regarding pension and medical plans, and suggestions given for new work rules in next contract. Crew members were advised to bring up all safety issues at safety meetings. Next port and port of payoff: Oakland, Calif.

HORIZON ENTERPRISE (Horizon Lines), Feb. 7—Chairman **George B. Khan**, Secretary **William E. Bryley**, Educational Director **Milan Dzurek**. Chairman reported SIU apprentice to leave early due to father's illness. Crew members pitched in to help offset cost of airline ticket to East Coast. He asked that crew keep him and his father in their prayers and hoped the apprentice will return to vessel, "as he will make a good shipmate one day." Educational director urged members to keep track of expiration dates of shipping documents and upgrade at Piney Point facility as often as possible. No beefs or disputed OT reported. Secretary reminded departing crew to leave rooms clean and supplied with fresh linen. Crew thanked steward department for barbecue and bosun for good trip. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

HORIZON RELIANCE (Horizon Lines), Feb. 12—Chairman **Kissinfor N. Taylor**, Secretary **Brenda M. Kamiya**, Educational Director **David S. Fricker**, Deck Delegate **Gerald Freeman**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Abdulla M. Baabbad**. Chairman announced payoff Feb. 16. Secretary thanked crew members for being good shipmates and helping keep house clean. Educational director recommended everyone keep upgrading at Paul Hall Center. Treasurer stated \$900 in ship's fund. No beefs or disputed OT reported. Discussion held con-

to utilize resources available at Piney Point school and stay on top of MMDs and passport renewal. Treasurer stated \$8,172.08 in ship's fund. No beefs or disputed OT reported. Suggestion made pertaining to health care plan. Next ports: Charleston, S.C.; Norfolk, Va.

OVERSEAS HARRIETTE (OSG Ship Management), Feb. 4—Chairman **Raymond J. Novak Jr.**, Secretary **George Quinn**, Educational Director **Michael E. Valdez**, Deck Delegate **James L. Davis**, Engine Delegate **Sonny Kongmany**, Steward Delegate

USNS Yano Stops in Baltimore



During a December stopover in the port of Baltimore, these photos of the USNS Yano's galley gang were taken. The crew members shown are (clockwise, from top left) SA Jouan Jackson, Chief Steward Brandon Maeda, SA Daniel Miller and Chief Cook Tommy Smith.



cerning upcoming contract negotiations in 2006. Before voting, Seafarers should make sure to read proposed contract and understand it. Next port: Oakland, Calif.

MAERSK ALABAMA (Maersk Line Limited), Feb. 14—Chairman **Timothy D. Girard**, Secretary **Oswaldo Ramos**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **William P. Foley**, Engine Delegate **Seller T. Brooks**. Chairman encouraged members to renew MMDs before they expire and contribute to SPAD as it is our voice in Washington. No beefs or disputed OT reported. Suggestion made to lower retirement age. Entire crew was commended for good voyage and safe work. Next port: Dubai.

MAERSK VIRGINIA (Maersk Line Limited), Feb. 4—Chairman **Jose F. Cahallero**, Secretary **Hugh E. Wildermuth**, Educational Director **Philip R. Ayotte**, Deck Delegate **Damon Lobel**, Engine Delegate **Anatoli Vetsinov**, Steward Delegate **Alexander P. Cordero**. Chairman announced Feb. 11 payoff in Newark, N.J. Secretary gave a special thanks to all departments for help in maintaining safe, clean ship. Educational director urged crew

Lamberto O. Palamos. Chairman announced Feb. 5 payoff in New Orleans. The next voyage will be to the Far East. He reviewed new requirements needed to maintain health care benefits. Educational director encouraged crew members to take advantage of resources available at Piney Point school. No beefs or disputed OT reported. Crew requested direct deposit for allotment checks. Discussion held about purchase of DVDs, movie locker hours, watchstanding and pension benefits.

SULPHUR ENTERPRISE (LMS Ship Management), Feb. 26—Chairman **Henry J. Gable Sr.**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**, Deck Delegate **Tibby L. Clotter**, Steward Delegate **Rocel C. Alvarez**. Chairman read and led discussion of president's report from *Seafarers LOG*. Educational director encouraged all mariners to enhance seafaring abilities at SIU-affiliated school in Piney Point. No beefs or disputed OT reported. Suggestion made to increase wages and pension amounts. Clarification requested on working dues and what it is used for. Crew members thanked steward department for hard work and great food.

Letter to the Editor

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

Remembering the John W. Brown

I would like to inform all SIU members about a book in print that would be of much interest to

Seafarers. The title is "Shipmates: The Restoration of the Liberty Ship John W. Brown."

The book is being published in two volumes. The first volume is now available; Volume II will be on sale sometime near the end of 2006. It can be purchased on the ship (located in Baltimore at Pier 1 on Clinton Street) or at a bookstore near you.

The author, Ernest Imhoff, was managing editor of the *Baltimore Evening Sun* and is now a crew member on the ship.

Many SIU members have

toured the ship while in training at Piney Point, Md. And old timers who are retired and have sailed the Liberty ships certainly would have an interest in reading about the *John W. Brown*.

This vessel was built in Baltimore in 1942 and saw war service, duty as a school ship in New York City and now has been restored to full operating status.

The book is interesting and an easy read.

Ted Vargas, Oiler
SS *John W. Brown*

Seafarer Publishes Memoir

As a child of the Great Depression, Cornelius "Buzz" Sawyer was born in Darlington County, S.C. in 1930, the second youngest of 10 children. By the time he finished high school in 1947, he knew he would one day fulfill his dreams of traveling the world. It all started when he dropped out of college at Kentucky State in Frankfort in 1951 and signed on with the Navy.

He later joined the NMU and made his first voyage to Australia and New Zealand, stopping briefly in Tahiti and Pago Pago in the late 1960s.

Over the years, after a number of voyages to Europe, the Middle East, Africa, South America and the Caribbean, he came ashore briefly between shipping to study history in San Francisco and serve as a substitute teacher in the Norfolk public school system. He also earned a B.A. in 1972 at San Francisco State University.

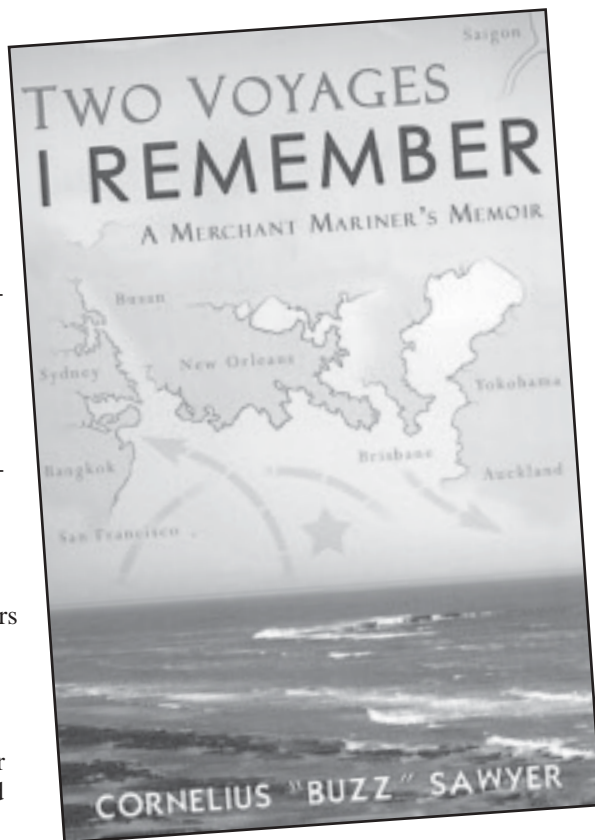
Even while pursuing his education, Sawyer's first love was the sea. He retired in 1996 and continued substitute teaching for several years before returning to California and Oregon.

This book is about two voyages Sawyer made early in his NMU career—in 1966 and 1967—while serving as a messman aboard the *Marine Charger*. He had a talent for meeting people and learning as much as he could about the places he visited, including Australia, New Zealand and Japan and then into the heart of the Vietnam War Zone.

Sawyer writes about not only the crew members and daily life aboard ship, but also about all the sights and sounds of the locations he visited and the life-long friends he made along the way. At every port, he encountered various perspectives when it came to addressing Civil Rights and other relevant issues of the day. He particularly enjoyed Australia and New Zealand, and when asked to

come back and stay awhile, Sawyer said, "Thanks, but America is my home. That's where I was born and I have no intention of living any place else; not even Africa where my roots are. I may visit other parts of the world as part of my job, but America will always be home to me through the best and worst of times."

The book, which sells for \$14.95, is available through amazon.com and barnesandnoble.com.



Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

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

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally. 4/06

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.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for March through June of 2006. 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	April 17	May 12
	May 29	June 23
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 17	April 21
Lifeboatman/Water Survival	April 3	April 14
	May 15	June 2
Radar	April 3	April 14
Radar Renewal (one day)	April 24	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning March 20, 2006.

Recertification

Bosun	April 10	May 8
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Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	May 22	July 14
FOWT	May 22	July 22
Junior Engineer	April 3	June 23
Welding	May 8	May 26

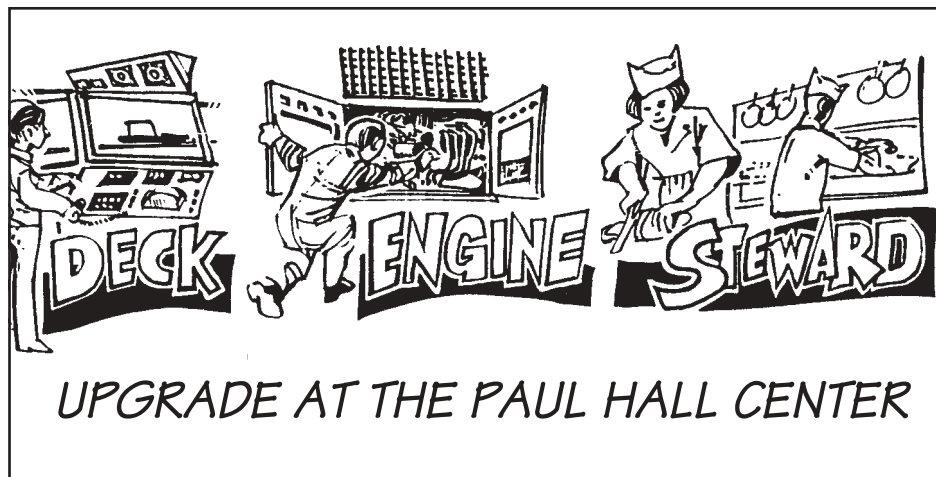
Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	April 10	April 14
Government Vessels - FOWT	April 3	April 7
	May 15	May 19
	June 26	June 30
Tankerman Familiarization/ Assistant Cargo (DL)*	April 3	April 14
	June 5	June 16

(*must have basic fire fighting)

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, two weeks prior to the beginning of a vocational course. An introduction to computers course will be self-study.



UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

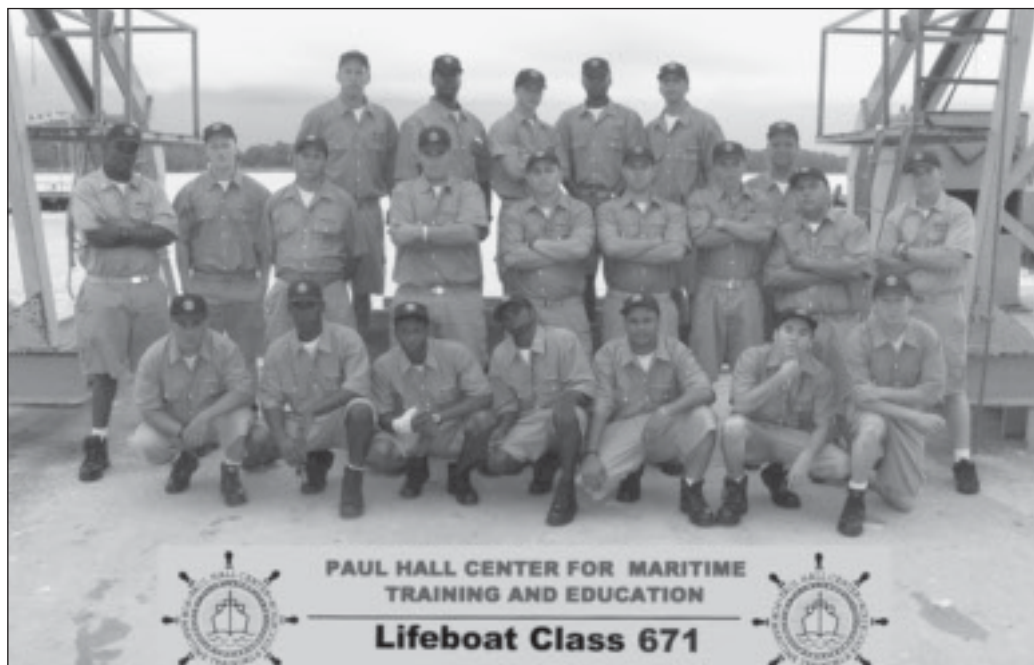
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

The Seafarers Harry 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.

4/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 671 — Graduating from the water survival class are unlicensed apprentices from class 671. They are (in alphabetical order) James Alaniz, Wayne Altoonian, Anthony Berry, Steven Blair, Reid Bland, Dominique Calvy, Lewis Coleman, Eutiquio Flores, Ricardo Former, Dallon Garnett, Michael Iverson, Jesse James, Demarius Jones, Ronald King, Derek King, Benjamin Mullis, Casey O'Brien, Dathennile Parker, Algernon Reed, Michael Sedita, Taufiq Wasel and Pavis Whitley.



AB — Receiving certificates for completion of the AB class ending Feb. 17 are (in no specific order) Ricky Myers, Timothy Heil, Elliott Del Aguila, Nur Holis, James Roy, Vincent Deguzman, Cory Gardner, Carlo Blaajadia, Timothy Watson, Carlos Gibbons, Sergio Gonzalez, Adam Ramey, Teresa Ward, Karberto Ramos, Joselier Itaralde, Leon Curtis III, Carlos Lucas, Vincent Hamm and Geoffrey Hall. Their instructor, Bernabe Pelington, is at far right.



Chief Cook— Graduates of a recent chief cook class are (from left, front row) Elba Alfaro, Arlene Thomas, Chef John Dobson (instructor), and (back row) Paul Gelrud (galley staff), James Dewy, John Farreaux, Lisa Farreaux, Larry Bachelor and Syed Mortanza.



Tanker Familiarization/Assistant Cargo (DL) — One group of unlicensed apprentices who graduated from the tanker assistant class ending Jan. 20 are (in no specific order) Christina Earhart, Ryan Tompkins, Joseph Wiegand, José Rodriguez, Gustavo Brown-Costas, Cornell Harris, Martin Hamilton, Dorthea Roxas, David Moses, Conan Leegard, Clifford Cronan, Brian Finney, Francis Miller, Jesse Tornabene, Vadym Gutara, Jimmie Lee Williams Jr., Robert Hayes, Isaac Jackson, Luke Short and Amber Short.



Specially Trained OS — The 15 Alaska fishermen who completed the STOS course Feb. 10, as well as the Lifeboat and STCW courses, are (in no specific order) Thomas Bruckman, Edward Chalmers, Holli O'Neal, Stanley Ness, Donald Dix, Theodore Jenks, Paul Hannan, George Slattery, Kevin Stehlik, Glenn Van Dyck, Mitchell Martin, Daniel Coffey, Michael Wolf, Norman Degner and Francisca Guillen. Their instructor, Stacey Harris, is at far right.



Tanker Familiarization/Assistant Cargo (DL) — A second group of graduates of the tanker assistant class ending Jan. 20 are (in no specific order) Perry Anglin, Marvin Porter, Jeffrey Tyson, Russell Blanks, Natalie Tremblay, Robert Light, Richard Pérez, Ryan Wall, Tyson Sherman, David Vandecar, Enrique Defendini, Micheal Williams, LeGarrius Jones, Adrian Taylor, Brian Elam, Ben Hulsey, Michael Callahan, Juan Gonzalez, Terrence Sawyer and Marcus Campbell.

Computer Lab Classes



Holding his certificates of achievement for courses recently completed in the computer lab is Scott Paxton with his instructor, Rick Prucha.

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.



Welding — Under the instruction of Buzzy Andrews (center) are students who completed the welding course Feb. 10. They are Scott Paxton (left) and Greg Abalos Jr.

Paul Hall Center Classes



Tankerman (PIC) Barge

— Completing this course Feb. 17 under the instruction of Mitch Oakley (second from left) are (in alphabetical order) John Andrade, James Fekany, Kenneth Graybill, John Lee, Robert Lutz Jr., Frank Monteiro and Jeff Obney Sr.



Lifeboatman/Water Survival — Jan. 20 was graduation day for the 12 students in the water survival course. They are (in no specific order) Paul Gross, James Roy, Nur Holis, Budiman Chandra, Timothy Heil, Nagi Musaid, Kevin Stehlik, Rafael Irizarry, Victor Stewart, George Slattery, Ricky Myers and Yjohnzail Mack. Their instructor, Stan Beck, is at far right.



STCW — NCL, Feb. 2:

Eric Aguilar-Mendelson, Eric Aoyagi, Cris Arsenio, Rita Avila, Daniel Bamba, Michael Barr, Nicholas Beasley, Judith Benjudah, Michael Betancourt, Rolando Cadungon, Keitha Carriere, Richard Charles, Yvonda Chatman, Edgar Cortez, Andy Cosgrove, Edward Cromaz, Christina Davis, Donald Dischler, Mark Dyer, Nicholas Fairbanks and Mari Suzuki.



Tanker Familiarization/Assistant Cargo (DL) — Upgrading Seafarers who completed the tanker assistant course Feb. 17 are (in no specific order) David Grasso, Ali Ali, Yjohnzail Mack, Tracy Hill, James Pierce, Steve Kastel, Terrance Bing, Miguel Abad, Tawrence Abrams, Christopher Vincenzo, Robert Taylor, David Merida, Arthur Kately III, Eugene Edwards Jr., Joseph Williams IV, Arnold Jackson, Todd Peden, Antonio Arizala, Korron Richardson and Justin VanPelt. (Note: not all are pictured.) Their instructor, Herb Walling, is at far right.



STCW — NCL, Feb. 2: Ashley Goguen, Jason Goldman, Ellyn Groves, Carlos Gutierrez, Darwin Harris, Sehala Headley, Joshua Hefton, Michelle Helms, Desiree Jackson, Marcus Jackson, Oscar Jaime, Angela Jerde, Steven Joseph, Hakki Kavsit, Richard Kier, Mathew Kline, Lloyd Knight, Doreen Latimer, Mike Leccese, Paul Lentini and Taylor Lindsey.



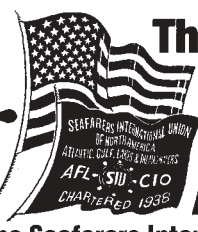
Basic Auxiliary Plant Operations — Completing this course Feb. 24 are Phase III unlicensed apprentices (in no specific order) Ryan Tompkins, Joseph Wiegand, Cornell Harris, Christina Earhart, Isaac Jackson, José Rodriguez, LeGarrius Jones, Jimmie Williams, Jesse Tornabene, Brian Elam, Russell Blanks, Michael Callahan, Gustavo Costas, Ryan Wall, Adrian Taylor, Tyson Sherman, Martin Hamilton and Wanda Davis. (Note: not all are pictured.)



Specially Trained OS — Unlicensed apprentices in Phase III of the program completed the STOS course Feb. 24. They are (in no specific order) Robert Hayes, Perry Anglin, Cliff Cronan, Brian Finney, Francis Miller, Juan Gonzalez, Justin Sleaton, David Vandecar, Conan Leegard, Micheal Williams, Jeffrey Tyson, Ben Julsey, Robert Light, Richard Perez and Vadym Gutara. (Note: not all are pictured.) Their instructor, Stan Beck, is second from right.



Specially Trained OS — Under the instruction of Stacey Harris (far left) are students who completed the STOS course Feb. 24. They are (in no specific order) unlicensed apprentices Brian Finey, Perry Anglin, Enrique Defendini, Natalie Tremblay and Clifford Cronan and SIU upgraders Nagi Musaid, Robert Godwin, Dionce Bright, Brian Jackson and Wilbur Williams.



USNS Mercy Readies for Next Mission

CIVMARS Prep Hospital Ship for Western Pacific Deployment



AB Oliver Jones blasts the ship's deck.

A recent visit to the *USNS Mercy* in San Diego found members of the SIU's Government Services Division expertly readying the hospital ship for a humanitarian mission to the Western Pacific and Southeast Asia this spring.

SIU CIVMARS sail in all three shipboard departments aboard the *Mercy*. The vessel's deployment is expected to last five months and is being coordinated with several nations. Specific locations for the ship's upcoming operations haven't been announced, but the mission will be carried out in conjunction with non-governmental relief organizations, according to the U.S. Navy.

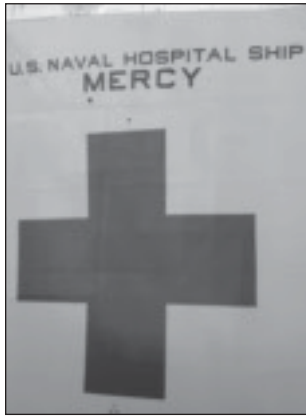
For this deployment, the *Mercy* is being configured with special medical equipment and a robust multi-specialized medical team of uniformed and civilian health care providers to offer a range of services ashore as well as aboard the ship.

Like its sister ship, the Seafarers-crewed *USNS Comfort*, the *Mercy* supports medical and humanitarian assistance needs and can rapidly respond to a various situations on short notice. For instance, the hospital ship last year mobilized to

help victims of the tsunami that struck Southeast Asia in late 2004. That deployment resulted in the treatment of more than 9,500 patients and 19,512 medical procedures being performed in Indonesia, East Timor and Papua New Guinea.

The *Mercy* normally is based in San Diego. It can support various services such as casualty reception, optometry, physical therapy, burn care, and radiological, laboratory and dental treatments.

The *Mercy* is 894 feet long and has a beam of 105 feet, 7 inches. The ship's draft is listed at 32 feet, 10 inches; its displacement is 69,360 long tons. The vessel's top speed is 17.5 knots.



The Seafarers-crewed *USNS Mercy* has 12 fully equipped operating rooms, 1,000 hospital beds and a medical laboratory, among other equipment.



SIU Asst. VP Government Services Chet Wheeler (right), 3rd Officer (and NMU hawsepiper) Richard Paramore



AB Ovido Barongdan sands on deck.



Jr. Supply Officer Reynaldo Sansano



Yeoman Storekeeper Benjamin Guinto Jr.



AB Dale Witham