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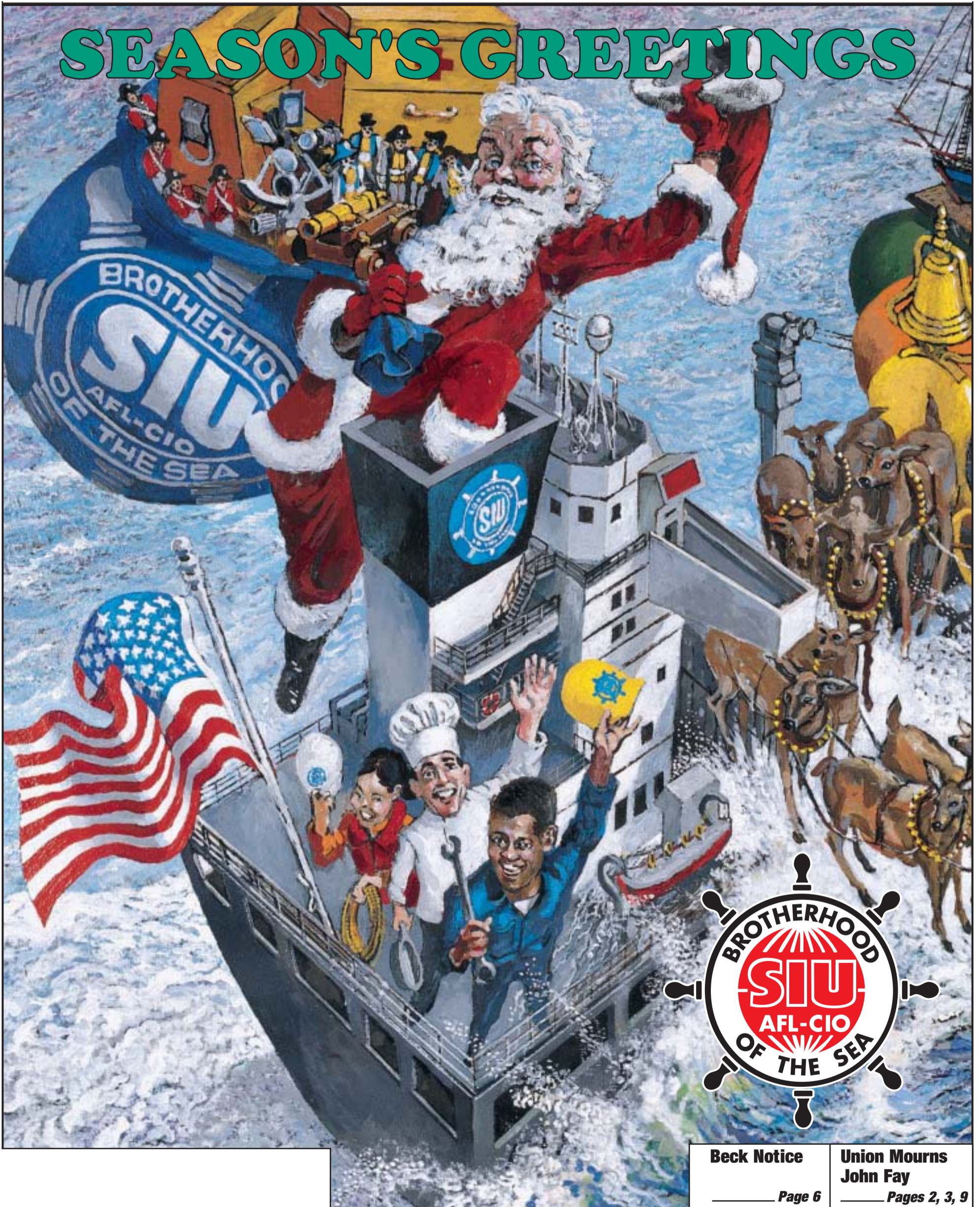
Volume 67, Number 12

December 2005

# SEAFARERS LOG

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

## SEASON'S GREETINGS



Beck Notice

Union Mourns  
John Fay

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# President's Report

## Remembering John Fay

For those of us in the SIU who worked closely with John Fay, this is a bittersweet time. The holiday season always brings a certain amount of joy, but at the same time we definitely miss our union brother and good friend, who passed away on November 8.



Michael Sacco

The people who knew John the best understand what he meant not only to the SIU but really to our entire industry. Most recently serving as the SIU's executive vice president, he was everything you could hope for in a co-worker and friend: intelligent, dedicated, fair. He was a good guy to have on your side, and I will always be grateful for the support he gave me from the moment I became president of our union. John was someone I turned to more than once, and I never regretted doing so.

For some of our newer members who may not have known John quite as well, let me just say that while he brought his own unique contributions, he very much fit the mold of so many of our officials and members who truly devoted their lives to this organization. He also did outstanding work through the International Transport Workers' Federation on behalf of all mariners.

There is a saying in sports that when a player turns in a particularly strong effort, he "didn't leave anything on the field," meaning he gave his all. When it came to his work, which he performed for nearly a half-century as an SIU official, John Fay didn't leave anything on the field.

It may sound a little bit corny to say that we can honor John's memory by building upon our union's success, but, knowing his strong faith and his love for the SIU, I'm sure he would expect nothing less. In fact, at this point I can almost picture him peering over his glasses and with a wry smile saying, "Thanks for the tribute, but don't you guys have work to do?"

And of course the answer would be yes. Our union continues to take great strides, but not without smart, sustained effort. We have made numerous gains in the past year alone, but none happened by accident. Whether we're talking about the new Maritime Security Program ships, or the latest Alaska Tanker Company vessel, or NCL America's newest cruise ship, or IUM's new car carrier or any of a number of other new SIU-contracted ships or tugboats, we have succeeded because of hard work. We have succeeded because of rock-solid support from the membership. We have succeeded by not being afraid to make difficult decisions. We have succeeded because of men like John who are committed to our team—to our SIU family.

I will always remember his fine example as our union moves forward. I extend our union's deepest thanks and sympathy to John's wife, Phyllis, and to his entire family.

## Season's Greetings

To all of our union brothers and sisters, our retirees and their families, may you have a happy, safe and healthy holiday season. Whether you're at sea or home for the holidays, I hope you can enjoy the spirit of this time of year, and I hope we all get to experience at least one or two quiet moments in which to count our blessings.

Once again I also would ask that you join me in reserving some of your thoughts and prayers for our SIU brothers and sisters still sailing in support of our armed forces. They continue to do outstanding, important work as part of America's fourth arm of defense, and it goes without saying that we all wish safe returns for every one of them along with all of our troops.

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# Augie Tellez Appointed Exec. VP; George Tricker Named Contracts VP

The union's executive board last month approved SIU President Michael Sacco's recommendations that Augie Tellez become the executive vice president of the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU and that George Tricker serve as vice president of contracts and contracts enforcement.

These appointments were made in accordance with Article X of the union's constitution.

Tellez succeeds the late John Fay as executive vice president. He has a long record of service and accomplishment with the SIU, including serving the past 14 years as vice president contracts. Tellez was appointed to that position in 1991 and subsequently was elected to the same post by the union's membership in 1992, 1996, 2000 and 2004.

Tellez worked his way up through the ranks, starting with the SIU in 1975 after graduating from the entry program at the Paul Hall Center's Lundeberg School of Seamanship. He sailed from the union's Brooklyn, N.Y. hiring hall as an able bodied seaman before coming ashore.

He served the union in various capacities in Jacksonville, Fla.; Mobile, Ala.; Tampa; Paducah, Ky.; Baltimore; and Houston. In 1980, he became the port agent for the SIU's headquarters port, located in Brooklyn.

Tellez in 1987 relocated to what



Augie Tellez



George Tricker

had become the union's new headquarters in Camp Springs, Md., where he served as special assistant to the president. That same year, he was elected as the vice president for the Seafarers International Union of North America—the parent union of the SIU's seagoing component. A year later, he became the assistant vice president for contracts and contracts enforcement.

Tricker also joined the SIU after completing the trainee program, in 1979. He sailed in the deck department aboard deep sea vessels and also sailed in the inland division with Crowley. He upgraded three times at the Paul Hall Center before coming ashore in 1990 to work for the union.

In 1991, Tricker served as a patrolman on the West Coast. Later that year, he became port agent in Wilmington, Calif. Tricker was

active in the local port council and the central labor council throughout his years in Wilmington.

In 1997, Tricker transferred to SIU headquarters after being appointed assistant vice president contracts—a position he has held ever since, and to which he was elected in 2000 and again in 2004. He extensively has been involved in most of the union's contract negotiations since then, and in many cases played a leading role in helping secure favorable agreements.

He also helped organize the cruise ship *Pride of Aloha* when the vessel joined the U.S.-flag fleet last year.

Additionally, the executive board approved the appointments of Steve Judd as assistant vice president contracts and Chris Westbrook as New Orleans port agent.

## Labor Gets Out the Vote

The power of labor unmistakably was demonstrated Nov. 8 during the off-year elections in California, New Jersey, Virginia and Ohio.

Tens of thousands of union volunteers distributed worksite fliers, made phone calls to other union household voters and knocked on hundreds of thousands of doors to get out the vote that helped win stunning Election Day victories against what were once considered long odds. Working families in each state voted overwhelmingly for workers' rights, good jobs and a continuing voice in politics and legislation.

What the AFL-CIO described as the attempt to silence the voice of public workers in politics was defeated in California. In New Jersey and Virginia, two champions for working families who will fight for good jobs, workers' rights and affordable health care were elected as governors. And in Ohio, an initiative that will bring in good union jobs with good wages was passed.

"Labor's voice was not silenced—we spoke loud and clear. This victory was the result of a massive effort by all of California's unions," said Art Pulaski, executive secretary-treasurer of the California Labor Federation, which successfully mobilized to defeat all four of Gov. Arnold Schwarzenegger's ballot measures attacking union members' political freedom, teachers' jobs and school funding.

Maritime Trades Department (MTD) port maritime councils—and their affiliated unions including the SIU—actively participat-

ed in a determined effort to defeat Proposition 75 in northern and southern California. If passed, the measure would have resurrected a discredited "paycheck deception" idea put forward several years ago as well as initiatives that would have had devastating effects on teachers' jobs and school funding.

According to the AFL-CIO, the proposal "sought to silence public employees' voice in politics by placing massive reporting and administrative burdens on unions before union dues could be used for political expenditures—such as educating members about issues and lobbying for pro-working family legislation."

"Some people doubted the ability of a divided labor movement to beat back Proposition 75, but the unions came together and an intensive education and mobilization campaign really worked," said AFL-CIO Political Director Karen Ackerman.

New Jersey voters elected U.S. Sen. Jon Corzine (D), who in his Senate career has a 100 percent AFL-CIO voting record on working family issues. The New

Jersey State AFL-CIO continued its leading-edge efforts to elect union members to political office, winning 42 of 60 races where union member candidates were on the ballot, including four state assembly and three state senate seats.

Some 7,000 union volunteers made 250,000 phone calls to union homes and passed out hundreds of thousand of workplace fliers to mobilize the Garden State's 1.5 million union household voters. "This was our most aggressive political program ever. Once again, speaking in a united voice and working for a common goal, the labor movement solidified our movement as the strongest voter base in the state," said New Jersey State AFL-CIO President Charles Wovkanek. With nearly 400 union members elected at local, county and state levels, "our ability to shape public policy and win support for organizing drives and labor disputes is stronger than ever," he said.

Working family-backed Lt. Gov. Tim Kaine (D) defeated Attorney General Jerry Kilgore (R) in the race for the governor's

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SIU Assistant VP West Coast Nick Celona (right) joins San Francisco Mayor Gavin Newsom (center) and International Association of Fire Fighters Local 798 President John Hanley in a rally in San Francisco for workers' rights prior to Election Day.



# SIU's John Fay Dies at 73

## Executive VP Was Advocate for All Mariners

John Fay never called attention to himself, but he leaves a highly respected legacy that truly stretches around the world. In part, that's because when it came to effectively promoting and defending the rights of all merchant mariners, he never took a backward step.

Fay, who served as the SIU's executive vice president since 1997, passed away Nov. 8 in New Jersey at age 73. He had undergone surgery earlier the same day for an aneurism.

Fay's death spurred an outpouring of sympathy, not just from within the SIU but also from other maritime unions across the globe and from other segments of the maritime industry. In those expressions, people remembered Fay both for his lifelong career with the Seafarers (he started sailing with the union

in 1949) as well as his decades of service in the International Transport Workers' Federation.

Believed to have been the longest-serving official in SIU history, Fay sailed in both the deep sea and inland divisions after joining the union as a teenager. The Boston native came ashore in 1957 and stayed on the job ever since.

Fay served as the union's port agent in Philadelphia from 1966-80. Previously, he held various port-level positions in Baltimore, Boston, Brooklyn and elsewhere.

He worked as the SIU's assistant secretary-treasurer from 1980-87 and then as vice president of the union's Great Lakes and Inland Waters District from 1988-90. Fay served as secretary-treasurer from 1990-96 and then as executive vice president beginning in 1997.

Beginning in 1975, he participated in forums and other activities involving the International Transport Workers' Federation (ITF); the International Maritime Organization; and the International Labor Organization. He was the first American ever to serve as chairman of the ITF's Seafarers' Section, a position he held from 1995-2002—and one in which he helped make groundbreaking strides not only for the rights of U.S. mariners but for foreign seamen, too.

"John was one of the most loyal and trusted officials I've ever worked with," stated SIU President Michael Sacco. "He was especially instrumental in helping me during the earliest stages of my presidency—a critical time not just for me personally but for the organization that John loved. He was someone I

always turned to when I needed help or advice."

SIU Secretary-Treasurer David Heindel remembered Fay as "a true brother, a true colleague and a true friend. He was my mentor. John is known throughout the world as a man of great leadership skills and a facilitator of compromise. He was such a genuine person and someone I will always call my friend. I and all seafarers around the world will miss him dearly."

SIU Executive Vice President Augie Tellez said Fay's commitment to the union particularly stood out. "In our business, you meet people who bleed labor and people who bleed maritime, but John Fay bled SIU," he stated. "His life and career reflected that fact."

ITF General Secretary David Cockcroft pointed out that in his



John Fay began sailing with the SIU in 1949 and stayed with the organization for the next 56 years, the last eight of which he served as the union's executive vice president.

work with the federation, Fay completely focused on the job. "John was never ambitious for high office in the ITF," Cockcroft observed. "He was happy to serve as vice chair until the sudden resignation of the Swedish chair thrust him into the lime-

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# Alliance New York Joins SIU Fleet

## Military Leaders Voice Support for Merchant Mariners

The growth of the SIU-contracted U.S. Maritime Security Program (MSP) fleet continued last month with the formal reflagging of the car carrier *Alliance New York* under the Stars and Stripes.

Ceremonies took place Nov. 10 in Baltimore and included addresses by Gen. Robert Magnus, assistant commandant, United States Marine Corps; Gen. Norton Schwartz, commander, United States Transportation Command (TRANSCOM); Vice Adm. David Brewer, commander, United States Military Sealift Command (MSC); SIU President Michael Sacco; United States Deputy Maritime Administrator John Jamian; and officials from the respective companies Liberty Global Logistics, Alliance New York and Hoegh Autoliners.

Unlicensed apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education served as the honor guard.

Turn to pages 12 and 13 for more photos from the *Alliance New York* ceremony.

Sacco described the MSP as "clearly a great value for our nation. It's a program that's working exactly as intended, and the United States is better off as a result."

He told the audience of approximately 200 individuals from throughout the U.S. maritime industry that SIU members "are extremely proud to sail



SIU President Michael Sacco describes Seafarers as "patriotic men and women who are ready, willing and able to deliver the goods—anytime, anywhere."

aboard the *Alliance New York*, and we're equally proud to continue serving as part of America's fourth arm of defense. Our members are the best-trained seafarers in the world, and I know for a fact that they are patriotic men and women who are ready, willing and able to deliver the goods—anytime, anywhere."

Magnus delivered the keynote address during an early afternoon ceremony that immediately followed a separate celebration closer to the vessel. Speaking on the 230<sup>th</sup> anniversary of the Marine Corps, he described SIU President Sacco as "a great labor leader" and added that sea power boosts national power.

Magnus underscored the need for America to maintain a "sovereign (maritime) capability." He

noted that while the majority of this nation's "expressions of power" are peaceful, in times of conflict, vessels such as the *Alliance New York* "support America's military power."

He further pointed out that the U.S. Merchant Marine continues supporting American troops involved in Operation Iraqi Freedom.

Schwartz gave the keynote address in the earlier ceremony. He stated that the addition of the *Alliance New York* is significant for the companies, the mariners "and in fact for our nation."

He touched on the long and proud history of the U.S. Merchant Marine and said that in modern times, "We rely heavily on our commercial partners and associated labor organizations. We cannot do business without you. That's a reality that's not about to change."

Schwartz pointed out that the expanded MSP (increasing the fleet from 47 to 60 U.S.-flag vessels) is helping to augment the pool of well-trained, reliable, U.S. citizen mariners who sail aboard civilian-crewed military support ships. He credited those mariners for their performance during Operations Iraqi Freedom and Enduring Freedom.

Brewer said that the addition of the *Alliance New York* "marks the beginning of another great chapter in the continuing story of freedom, strength and liberty. It is always a comfort to know that ships such as *Alliance New York* stand ready to serve, helping protect America's shores and projecting combat power and strength wherever it's needed in our turbulent world.

"This ship will be one of the most useful ships to come under the Department of Defense umbrella," he continued. "She also has the added plus of allowing access to the Hoegh network and infrastructure. That means more

flexibility, which means quicker response in time of need."

He added that the new vessel "joins dozens of other ships bearing the U.S. flag—ships that demonstrate the strong partnership between the U.S. maritime industry, the U.S. maritime unions and the Department of Defense. This is a partnership for America, a partnership for strength, a partnership for the future. The need for a strong merchant marine and a strong industry to build the ships those merchant mariners will sail is as crucial to America today as it was 230 years ago when the first sea engagement of our American Revolution was fought by civilian mariners aboard the privately owned sloop, *Unity*."

Jamian said that the U.S. Merchant Marine "is critical to our national and economic health. America has seen the important role of the U.S. Merchant Marine as our ships deliver in Afghanistan and the Persian Gulf."

He emphasized that the MSP creates thousands of shipboard jobs, which helps ensure the availability of U.S. crews during times of conflict. Without mariners who sail in times of peace, the U.S. fleet itself would disappear—something that simply cannot be allowed to happen, Jamian said.

Jamian also called the *Alliance New York* "an outstanding addition" to the MSP fleet.

### Alliance New York At a Glance

Built: April 2005, Daewoo, Korea  
Propulsion: Diesel  
Length: 656 feet  
Beam: 105.8 feet  
Speed: 20.5 knots  
Draft (loaded): 32.8 feet  
Total deck area: 584,361 sq. ft  
Container capacity (TEUs): 840

Speaking on behalf of the respective companies were (in order of appearance) Robert Wellner, executive vice president, Liberty Global Logistics; Philip Shapiro, president and CEO, Liberty Global Logistics and Liberty Maritime Corp.; James Butcher, chairman and CEO, Alliance New York; and Erik Falkenberg, senior vice president, Hoegh Autoliners. The vessel is operated through a newly formed strategic alliance between those organizations.

General Magnus' wife, Rose, served as the ship's U.S.-flag sponsor.

As previously reported, the new MSP which took effect in October increases the number of participants to 60 ships; provides financial assistance to construct

*Continued on pages 12-13*



The SIU-crewed car carrier *Alliance New York* offers around-the-world service.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Jan. 2, 2006 for the observance of New Year's Day, and Monday, Jan. 16, 2006 for the observance of Martin Luther King Jr. Day (unless an emergency arises). Normal business hours will resume the following workday.



# Seafarers Honored at AOTOS Event

## General Handy, 2 Others Receive Top Annual Awards

The crew members and officers from three SIU-crewed vessels, along with an individual Seafarer aboard a fourth union-contracted ship are recent recipients of the United Seamen's Service (USS) "Honored Seafarers Awards."

Receiving recognition in the form of the Admiral of the Ocean Seas (AOTOS) Mariners Plaque were SIU members who, on specific dates, were aboard the Keystone Shipping Co.-managed MV *Cape Knox* and MV *Cape Kennedy*; and the Military Sealift Command hospital ship *USNS Mercy*. AB **Brett Sunderland**, who was aboard CP Ships USA's MV *Lykes Motivator*, was lauded as the recipient of the AOTOS Mariners' Rosette. The honors were bestowed on the mariners Nov. 7 during the 35<sup>th</sup> annual AOTOS dinner in New York.

Nearly 1,000 industry leaders, including SIU President Michael Sacco and SIU Executive Vice President Augie Tellez, attended the outing that has been dubbed the maritime industry's most prestigious honor. The event took place at the Sheraton New York Hotel and Towers.

The crews and officers from the *Cape Knox* and *Cape*

*Kennedy* were recognized for saving not only their own vessels, but also others in New Orleans' Poland Street Wharfs during Hurricane Katrina. As 145 mph winds snapped mooring lines on both vessels and the *Chios Beauty* (a bulker), a small force of mariners was deployed. By tying-off, tightening and securing mooring lines, they saved the otherwise doomed vessels. These same platforms were used as shelters for members of the Coast Guard and emergency workers during relief operations.

Meanwhile, those aboard the *USNS Mercy* garnered laurels for disaster relief and humanitarian assistance for the people of Southeast Asia. The *Mercy* was activated Jan. 1 and departed San Diego for Indonesia in support of Operation Unified Assistance. From Feb. 6 to March 16, the vessel's crew of 1,000 Navy and support personnel treated more than 9,500 tsunami survivors ashore and aboard the ship. Crew members helped rebuild Banda Aceh's Abidin University Hospital that had been inundated with mud and debris. They also used the ship's equipment and supplies to restore hospital services by providing the hospital with drainage pipes,



A number of SIU members were honored at this year's AOTOS event, which took place Nov. 7 in New York.

mosquito netting, screens and hundreds of tools.

AB Sunderland, during the early hours of March 29 was aboard the MV *Lykes Motivator* when it received a call from the U.S. Coast Guard in Norfolk to change course and assist a 37-foot vessel, *Aurora*, which was disabled.

The three Swedish mariners aboard the *Aurora* had departed Bermuda and charted their course for the Azores with Sweden as their final destination. In 15-foot seas and winds squalling in excess of 30 knots, the mariners found themselves at the mercy of the deep.

The *Lykes Motivator* with its crew, returning to the U.S. after making its usual run to Northern Europe, was situated some five hours away from the *Aurora's* location. Captain Richard Johnson altered his course and steamed toward the *Aurora*. At daybreak, the sailing vessel was spotted and the crew was readied for rescue operations. The *Aurora*



Pictured at the AOTOS dinner are (from left) Roger Korner, executive director of the United Seamen's Service; SIU Executive VP Augie Tellez; SIU President Michael Sacco; Mrs. Claire Hamlin and Bill Hamlin, NCL America executive VP of fleet operations.

was listing badly to starboard and still taking on water.

The stricken sailors did not have survival suits or a survival raft. They were equipped only with a six-foot inflatable dinghy and lightweight rain suits. When the endangered sailors saw the *Motivator*, they prepared to abandon ship. Clad in the rain suits, they lowered the dinghy into the

water and attempted to shuttle equipment to the *Motivator*. Several transfer attempts ended in failure with the inflatable being swamped. The only remaining option to extract the sailors was for the *Motivator* to come alongside the *Aurora*.

During the transfer, rough seas

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Receiving the 2005 Admiral of the Ocean Sea Awards are (from left) Anthony A. Scioscia, president, APM Terminals, North America; Ron Davis, president, Marine Engineers' Beneficial Association; and retired Air Force Gen. John W. Handy, immediate past commander, U.S. Transportation Command.

## Construction Begins On 1<sup>st</sup> of 10 Tankers

Aker Philadelphia Shipyard (formerly known as Kvaerner Philadelphia Shipyard) on Oct. 28 achieved an assembly milestone when it began construction on the first of 10 new double-hulled product tankers.

The historic signpost was marked by the installation of the first massive section of the new vessel's keel. These are the first new product tankers to be built in Philadelphia since 1981. When completed, each vessel will weigh 46,000 deadweight tons (dwt) and will be the most modern tankers in the U.S. domestic fleet. The tankers are capable of holding 14 million gallons of liquid—the same volume as 26 Olympic-size swimming pools.

SIU-contracted Overseas Shipholding Group (OSG) will operate the vessels.

The first vessel in the 10-ship program is expected to be delivered by the end of 2006, with the final vessel scheduled for completion in 2010. The tankers will be owned by American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to OSG.

Dave Meehan, president and CEO of Aker Philadelphia Shipyard, said, "The keel laying represents a noteworthy achievement in the construction of any vessel, and today it also represents a major milestone in our entire 10-ship tanker build program. Last April, we announced the 10-ship contract, the partnership with OSG, and a commitment to build ships in Philadelphia for a long time to come. Today, we demonstrated how we are delivering on the promises made six short months ago."

As part of the ceremony, four coins were placed under the keel block in a practice which recreates a long-standing tradition whereby shipbuilders hide special coins in the keel section of a ship as a permanent symbol of good fortune and safe travels.

## Ft. Lauderdale Hall Mostly Undamaged Following 'Wilma'

The SIU hall in the Port of Ft. Lauderdale, Fla. escaped Hurricane Wilma virtually unscathed, according to SIU Port Agent Kenneth Moore.

The storm, a Category 3 when it roared across the Gulf Coast of South Florida Oct. 24, with sustained winds in excess of 100 mph, took the lives of at least six Floridians, caused extensive damage and left some 4.3 million homes and businesses without power.

"We did sustain some minor damage to our roof," said Moore, "but aside from that, everything else remained very well intact. It certainly could have been a lot worse."

"The good news as I see it is that none of our members who live in the area experienced serious injuries," Moore continued. "They did suffer a lot of damage to their residences.... A lot of roofs were ripped off and flying debris also took a heavy toll."

The hall, like just about every other facility in the affected area, lost power. "Power was out from Sunday through Wednesday (Oct. 24 - Nov. 2)," Moore said. "Thanks to our generator power, we remained operational during that period and even shipped several people. One of our members, QEE **Rich Williams**, came in Tuesday and wired the hall up so that electricity could be restored. We owe him a great deal of thanks, because without his skills, we might still be in the dark."

Wilma made landfall near Naples, Fla. at about 6:30 a.m. Oct. 24 and moved northeast over Everglades City, bringing down power lines and trees, peeling off roofs and breaking water mains, according to several sources. The quantity of debris was daunting: Pieces of roofs, trees, signs, awnings, fences, billboards and pool screens were scattered

across several counties. It then raced across the state, causing damage from Palm Beach to Miami, and as far south as Key West.

The aftermath of damage left by Wilma around South Florida received minor national attention compared to Louisiana and Mississippi in the wake of the devastation caused by Hurricane Katrina, but more than 478,000 households in 13 Florida counties have applied to the Federal Emergency Management Agency for individual help.

Thousands of people formed long lines in various cities across the affected area following the storm to sign up for temporary food stamps, and more than 3 million people were expected to qualify for the aid because of damaged homes, ruined food and lost jobs. By mid-November, most schools had reopened and most of the 3.2 million customers who lost electricity had power restored.

Some of the worst damage was in downtown Ft. Lauderdale, where Wilma was the strongest hurricane to strike since 1950. Winds of more than 100 mph blew out windows in high-rises, many built before Florida enacted tougher construction codes following Hurricane Andrew in 1992.

Agriculture officials said damage to their industry would be in the hundreds of millions of dollars. The greatest losses were believed to be to the winter vegetable crop, which provides more than half of the nation's supply from November to February. Also hurt were sugar cane fields and ornamental-plant nurseries.

The twenty-first storm in the worst Atlantic hurricane season on record, Wilma was blamed for at least five deaths statewide. Before hitting the United States, it killed at least six people in Mexico, one in Jamaica and 12 in Haiti as it swirled across the Caribbean. Wilma knocked out power for hundreds of miles, cutting off electricity to a staggering one out of three Florida residents. Florida Power & Light, the state's biggest utility, said Wilma affected more of its 4.3 million customers than any other natural disaster in the company's history. Damage estimates ranged up to \$10 billion.



# AFL-CIO Rolls Out Solidarity Charter Program

While discussions with the recently disaffiliated national unions continue, the AFL-CIO last month reported that it is moving forward with a Solidarity Charter program that will unite the labor movement at the local level. The program reflects changes made in discussions with the Change to Win national unions.

"We are now ready to roll out the program and get about the work of building strong, united state and local labor movements," said AFL-CIO President John Sweeney. Noting that while discussions on some issues continue, Sweeney said "no other differences remain that would prevent the Solidarity Charter program's implementation."

Solidarity Charters offer a way to reunite state and local labor movements by bringing locals of recently disaffiliated national unions back into the AFL-CIO's state and local organizations.

"Solidarity Charters will enable the labor movement to remain united at the local level where everyone wanted to stick together," said Sweeney. "Local

unions will be able to continue working together to advance the interests of working families in organizing campaigns, strikes, boycotts and political activities, and that's a real plus for our movement."

Change to Win local unions that are given Solidarity Charters will make per capita tax payments based on their membership to local and state AFL-CIO organizations at the rates applicable to other affiliated local unions. They will have the same rights and obligations as other affiliated local unions, including participation in governance and affairs of the state or local body, eligibility of their members to run for and hold office in the state or local body, and the status and treatment of their members within the state and local body.

Discussions are continuing on the specific amount and mechanism for a solidarity fee to be paid by the Change to Win unions to help the national AFL-CIO cover administrative overhead and costs of supporting its state federations

and central labor councils. If AFL-CIO trade and industrial departments request them, Solidarity Charters with the same or similar requirements will allow Change to Win unions to join their local or regional councils.

"The heart and soul of the union movement is at the local level, in union halls across this nation," said Sweeney. "The Solidarity Charter program unites our local labor movements to be the strongest fight-back machines possible against anti-worker cor-

porations and politicians."

Under Solidarity Charters, Change to Win local unions will:

- Participate fully in the federation's member mobilization and political programs, including granting access to membership lists via a mechanism mutually agreed upon by the AFL-CIO and Change to Win, and be bound by whatever actions or decisions of the federation that are binding on all affiliated local unions;

- Agree not to raid or support raiding of any other local union participating in the state or local central body;
- Support the regular struggles of unions in their jurisdiction, including organizing campaigns, strikes, boycotts and other activities;
- Recognize that local unions of national unions not affiliated with the national AFL-CIO may not participate in any governing body or convention of the national AFL-CIO.

## Bowen Is New Plans Administrator

Margaret "Maggie" Bowen is the new SIU Plans Administrator, SIU Secretary-Treasurer David Heindel (chairman of the union trustees) announced last month. "Maggie's charming personality and ability to carry out her responsibilities professionally has been a great asset for the union for over 15 years," Heindel stated. "Now, she can apply her skills to directly benefit our members, and I'm confident that she will serve them and the plans well."

Formerly the SIU Controller, Bowen replaces Bill Dennis, who had held the Plans Administrator post since December 2004. Dennis retired effective Nov. 30 following more than 11 years of combined service to union members eligible for and enrolled in the various employees benefit plans of the SIU, its affiliate unions and the now merged National Maritime Union Benefits Plan.

Bowen served in her previous position for seven years. Prior to that, she held the title of SIU assistant controller for eight years beginning in 1990.

A native of Marlow Heights, Md., Bowen graduated from Potomac High School in Oxon Hill, Md. and attended Prince



Margaret "Maggie" Bowen

Georges Community College in Largo, Md. She holds a bachelor's degree in accounting from Southeastern University in Washington, D.C. and is credentialed as a Certified Public Accountant.

Bowen has spent her entire professional career to date in the accounting/finance arena. She was employed as a CPA in public accounting for a Lanham, Md.-based firm from 1982 to 1990.

At that juncture, she moved under the labor umbrella and began working for the SIU at headquarters in Camp Springs, Md.

"I look forward to the challenge of enhancing the level of service that the Plan provides to our membership," Bowen said. "Like my predecessors, I have an extremely high level of concern for the welfare of the membership."

"I'm surrounded by a great cast of team members," she added. "They are extremely competent in their various areas of expertise. Nonetheless, I'll encourage everyone concerned to take advantage of all opportunities to enhance their skills whenever possible. We have a lot of experience here, and I'll rely on it often."

She concluded, "Evaluating and upgrading procedures to further benefit the membership will be one of my primary goals. Ultimately, what I hope to achieve is the best possible service to Plan participants."

Bowen and her husband, Robert, have been married for 22 years. They are the proud parents of two children: Joseph, 17; and Brittany, 12.

## Senator Stevens States Ongoing Support for Maritime

Senator Ted Stevens (R-Alaska), speaking Oct. 31 to the Washington, D.C. chapter of the Propeller Club, covered a number of topics that are important to the U.S. maritime community.

Among other points, Senator Stevens noted the U.S.-flag fleet's role in hurricane recovery missions in the Gulf. He said that the Senate Commerce Committee, which he co-chairs, "continues to seek help from your industry to determine how we might assist in quickly recovering from these crises and maintain U.S.-flagged and U.S.-crewed vessels to meet the challenges of business and transportation. That is one of our top priorities."

He expressed continued sup-

port for the U.S. Maritime Security Program and the nation's cabotage laws.

Additionally, he voiced strong backing of the Title XI shipbuilding loan guarantee program. "With the aftermath of the terrorist attacks of September 11, and now, with all of the problems related to these hurricanes, it's essential that we all realize the value of Title XI," he said.

Senator Stevens concluded, "I think this industry of yours is the best part of the maritime industry in the world. We can keep that going if we maintain the relationship between labor and management that I've known in this association since I first appeared before the Propeller Club."

## Kudos for Cape Jacob Galley Gang



The entire crew of the *Cape Jacob* appreciates the efforts of the vessel's SIU steward department. Pictured aboard the ship, which is prepositioned in the Far East, are (from left) SA David Mohamed, Chief Steward Gary Dottino, ACU Mo Munassar, SA Silvana Clark, Chief Cook Erik Loret and SA Abdulhalim Ali. The *Cape Jacob* is managed by Matson Navigation for the U.S. Maritime Administration.

## Labor Gets Out the Vote

Continued from page 2

office in Virginia. Kaine won by a 52-46 percent margin. He is considered not only an ally to labor but also a strong advocate for the maritime industry. The governor-elect has toured several SIU-contracted vessels in the port of Norfolk, Va. and also visited the union hall.

More than 400,000 members of Virginia union households and the 50,000 new members of Working America—the community affiliate of the AFL-CIO—were a deciding factor.

Working America volunteers focused on two Northern Virginia counties that helped prove decisive in Kaine's victory, reversing those counties' respective voting patterns from previous elections.

More than 50,000 Virginians joined Working America in just five months and played a vital role in registering voters and getting out the vote on Election Day. In Northern Virginia alone, Working America volunteers reached some 600 to 800 voters a night in the past two months of the campaign.

Ohio voters capped off a successful off-year election for working families by approving a ballot-measure to boost the state's economic vitality and create jobs.

## Seafarers Are Among Recipients Of Annual AOTOS Awards

Continued from page 4

caused one of the sailors, weak from an asthma attack the previous night, to fall off the ladder into the water. He swiftly drifted aft and struggled to stay afloat as his suit was filling with water. At the initiative of Sunderland, the *Motivator* crew reacted quickly; using the ship's crane to lower a basket into the water and hoist the mariner to safety before he could slip under the vessel. Once the sailor was safely aboard the *Motivator*, the other two were transferred without incident.

As the *Motivator* left the area, the *Aurora's* mast could be seen ripped completely off, and the vessel soon succumbed to the sea. Sunderland was commended for his quick thinking and courageous action.

In addition to the foregoing honors for mariners, several other awards were presented during the maritime industry gathering. The

USS 2005 Admiral of the Ocean Sea Award was bestowed upon three individuals: retired Air Force Gen. John W. Handy, immediate past commander, U.S. Transportation Command; Ron Davis, president, Marine Engineers' Beneficial Association; and Anthony A. Scioscia, president, APM Terminals, North America.

Handy, an ally of the SIU and a strong supporter of U.S.-flag shipping, worked many years with ocean carriers and their principals who deal with the international and Jones Act trades and during his distinguished military career actively supported the Maritime Security Program. He served simultaneously as the commander of the U.S. Transportation Command (TRANSCOM) and the U.S. Air Force Air Mobility Command. As TRANSCOM commander, he managed all global sea, air and land transportation for the Department of Defense.



## SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan (Employer Identification No. 52-1994914, Plan No. 001) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$993,167. These expenses included \$277,980 in administrative expenses and \$715,187 in benefits paid to participants and beneficiaries. A total of 10,143 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits. The value of plan assets, after subtracting liabilities of the plan, was \$27,693,471 as of December 31, 2004 compared to \$22,415,912 as of January 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$5,277,559. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$6,270,726, including employer contributions of \$4,622,158, employee contributions of \$83,428, gains of \$532,928 from the sale of assets and earnings from investments of \$1,032,212.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.25 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report for the Seafarers Pension Trust (Employer Identification No. 13-6100329, Plan No. 001) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$36,816,896. These expenses included \$6,785,930 in administrative expenses and \$30,030,966 in benefits paid to participants and beneficiaries. A total of 16,629 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$640,306,747 as of December 31, 2004 compared to \$638,855,090 as of January 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$1,451,657. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$38,268,553, including employer contributions of \$4,164,002, losses of \$20,320,937 from the sale of assets and earnings from investments of \$54,235,009.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$4.95 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-5638, Washington, DC 20210.

### BECK NOTICE

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

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

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

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

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

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

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

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

**4. Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2004 calendar year, the fee cost associated with this representation amounts to 73.29 percent of the dues amount. This means that the agency fee based upon the dues would be \$293.16 (two hundred ninety-three dollars and sixteen cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2006 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2005 and November 30, 2006 will have this calculation applied to their 2006 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2007 your objection must be received by December 1, 2006.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, Maryland 20746. This report is based upon an audited financial report of the union's expenses during 2004.

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

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

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

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

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

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

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

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

Sincerely,  
David Heindel, Secretary-Treasurer



# 11 Recertified Bosuns Keep Up With Changes To Protect Interests of U.S. Maritime Industry

The maritime industry is constantly changing, and being able to adapt is one way the Seafarers International Union is not merely surviving but flourishing.

Of the 11 Seafarers who recently completed the bosun recertification program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., some already have seen many of the changes that have occurred since they first started sailing. During the month-long course, they and their fellow classmates learned more in depth about the industry in which they work, and all are now well equipped to assume leadership roles by taking this knowledge back to their shipmates at the hiring halls and aboard individual vessels.

The course included a mixture of classroom and practical training as well as visits to the headquarters building in Camp Springs to meet with representatives of the various departments and to the Maritime Trades Department at the AFL-CIO building in Washington, D.C.

After being presented with their graduation certificates during the November membership meeting at Piney Point, the recertified bosuns approached the podium to address the officials, members and guests in attendance. All gave a few words of thanks for the opportunities they were given at the school and imparted a few personal words of wisdom to the unlicensed apprentices who are following in their footsteps.

Completing the recertification program were **Anthony Carvalho, Brian Corbett, Morris Foster, Peter Frigoletti, James Joyce, Christopher Kicey, John Lamprecht, Jesse Natividad Jr., Dana Naze, Frank Thompson and Salvador Villareal.**

This is the third time back at the school for Villareal, who joined the union in 1994 in Hawaii and now sails from Tacoma, Wash. He expressed his appreciation for being given the opportunity to attend the recertification class and noted that being a member of the SIU has afforded him a good living and a comfortable lifestyle.



Pictured after last month's membership meeting in Piney Point, Md. are (from left) SIU Executive VP Augie Tellez, Frank Thompson, Peter Frigoletti, Salvador Villareal, Morris Foster, Jesse Natividad Jr., John Lamprecht, SIU President Michael Sacco, Christopher Kicey, Brian Corbett, James Joyce, Anthony Carvalho, SIU VP East Coast Joseph Soresi, Dana Naze, SIU Secretary-Treasurer David Heindel and SIU VP Contracts George Tricker.

Throughout his month-long studies, he enhanced his knowledge about how contracts are negotiated and how being informed about the shipping rules can help him, as a ship's chairman, communicate better with his crew.

He also spoke about the importance of contributing to SPAD. He said that the results of SPAD donations may not be immediately visible, but that in the long run it is an important tool to help the union remain strong.

Thompson has been sailing with the SIU since 1960 and has seen many changes over the years. The recertified bosun, whose home port is Jacksonville, said that the industry has provided his livelihood and, unlike many of his friends, he has never had to go out and look for a job; the union has always had one for him.

He told the assembled crowd that the course helped him gain a greater understanding of the relationship between the union, the companies, crews and laws that govern them. He now sees that the show of the union's strength is through the politics of job performance and personal responsibility, and he stressed to the un-

licensed apprentices in the audience to come together and help keep the union strong.

Frigoletti began sailing 32 years ago on board almost every type of ship in the MSTU and NMU fleets. After learning a great deal about how the union operates in the political and maritime arenas, he stated he is proud to be a member of the SIU.

He encouraged the trainees to take advantage of the opportunities offered to them at the Paul Hall Center and upgrade their skills as often as possible.

Kicey, who began sailing in 1990 from the port of Seattle, feels very fortunate to belong to the SIU. He has traveled to the Far East, Middle East, Europe, Africa and Antarctica, and for the last five years has worked on the West Coast aboard tankers carrying crude oil.

Kicey said he learned a lot about the political and inner workings of the union during the course and believes the changes that have been made to the trainee and upgrading programs will help supply the most qualified mariners that are needed aboard the ships of today and tomorrow.

Sailing from the port of New Orleans for the past 10 years—first as an OS and AB and then as a bosun—Foster thanked the union leadership for the opportunity to complete the bosun recertification program. He stated that there's a lot of misinformation being spread aboard ship about the maritime industry, and he was happy to be able to communicate directly with the union officials and learn the truth about how the organization is run.

Foster spoke to the trainees about the importance of upgrading and contributing to SPAD. He advised them to "stay on course" by listening to their supervisors when they go aboard ship and to learn all they can.

Corbett came to the SIU as a result of the merger with the NMU. He sailed first as an OS and AB and, for the past 18

years, as a bosun. During those years, he has worked on just about every type of ship and has been fortunate to see most of the world.

"Shipping has been great to me," he told those present at the meeting. "I have friendships with wonderful people, financial security, enjoyable and ample time off, so many things you may not be able to obtain in the normal eight-to-five grind."



The recertified bosuns completed fire fighting and other safety and health training while at the school.

Corbett, who has upgraded his skills at the school a number of times, noted that he has learned some very valuable tools this time around that he can take with him for the rest of his life—not only on ships, but in everyday activities.

Two of the most important things the recertified bosun said he learned were (1) how vital SPAD is to the survival of the U.S. Merchant Marine fleet, and (2) that there are no bigger advocates of the U.S. Merchant Marine than SIU President Mike Sacco and his team of officials.

He directed some comments to the unlicensed apprentices, urging them to keep an open mind when they board a ship. He told them that knowledge is

power, and that if they seriously want to make the maritime industry their chosen career, they should work hard and never stop learning. "The only thing that can stop you from getting to the top is you!" When aboard a ship, he continued, "be where you are supposed to be, when you are supposed to be there, and doing what you are supposed to be doing."

Corbett concluded by saying that now that the course is over, his real job has just begun—going out into the industry and passing on what he has learned. "That's what it's all about."

It has been 15 years since Natividad came to the Paul Hall Center as a trainee. Now sailing from the port of San Francisco, the recertified bosun has returned to the school four times to enhance his maritime education.

"What I've seen from the time I started is the increased numbers of trainees coming through the ranks, from a class every few months to a class every month. Apparently, we're doing something right," he stated.

He thanked the union officials as well as the staff at the school for giving him the opportunity to complete the recertification course.

As an added piece of advice to the trainees, he told them never to be afraid to ask questions. "It helps us help you."



Small arms training was one of the courses completed by the 11 recertified bosuns in their month-long program.

Lamprecht also started his seafaring career as a trainee at Piney Point and has returned a number of times to upgrade his skills.

Now sailing from the port of New York, Lamprecht found the month-long course was able to provide him with a lot of information that can help him do a better job aboard ship, particularly with respect to answering questions about how contracts work and how the SIU is staying competitive in an ever-changing industry.

He noted that Seafarers have a first-class facility at their disposal as well as a first-rate rehabilitation facility—"which I am glad

*Continued on page 8*



# 11 Bosuns Graduate from Center's Top Deck Department Curriculum

Continued from page 7

to say turned my life around.”

He told the trainees to “keep a good attitude and good things will happen.”

Carvalho has been going to sea some 31 years, the last 15 of which have been with the SIU. Having spent the first half of his seagoing career in non-union jobs, Carvalho said he was grateful “to stand before you today as a member of this great union.”

Sailing from the port of Tacoma, Carvalho has circumnavigated the globe six times and visited countries he had never heard of before.

“The SIU and this school have helped me to not only better focus on my seagoing career, but also given me financial security, lasting friendships and more life experiences than landsmen may have in many life spans,” he stated.

Turning his attention to the trainees, Carvalho said for them to think of themselves as ambassadors of the SIU and conduct themselves in a positive manner, be good shipmates, do their duties thoroughly and cheerfully and keep their skills up to date by returning to the school for upgrading classes.

Now sailing from the port of New York, Joyce joined the NMU in Boston in March 1990. He has sailed aboard all NMU-contracted ships and said he was extremely impressed with how the NMU members have been welcomed into the SIU.

Joyce spoke about his positive experiences at the school, visiting the headquarters building in Camp Springs and meeting face to face with many of the officials and department heads.

Proud to be an SIU member and a recertified bosun, Joyce told the unlicensed apprentices to be good to each other, always be ready to give somebody a helping hand, and take

advantage of all the opportunities they have been given to better themselves.

Naze began sailing inland in 1984 from the port of Mobile, Ala. In 1988, he switched over to the deep sea division and has never looked back, working aboard ships that have taken him all around the world. Antarctica, he noted, was the most fascinating of the destinations to which he has sailed.

The recertification course proved to be extremely beneficial to Naze, who said he, as a ship's chairman, is often asked questions he just wasn't informed enough to answer. With this course under his belt, he now believes he can be more effective as a communicator aboard ship.

He told the trainees to study hard, listen and always ask questions, particularly when they board a ship for the first time.



Recertified Bosuns Morris Foster, John Lamprecht and James Joyce help tie up the *Osprey* at the Piney Point dock.

## SUMMARY ANNUAL REPORT FOR SEAFARERS HEALTH AND BENEFITS PLAN

This is a summary of the annual report for the Seafarers Health and Benefits Plan (Employer Identification No. 13-5557534, Plan No. 501) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$6,868,009 as of December 31, 2004 compared to \$4,199,920 as of January 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$2,668,089. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$70,801,607. This income included employer contributions of \$69,902,578, realized gains of \$356,944 from the sale of assets and earnings from investments of \$479,691. Plan expenses were \$79,522,916. These expenses included \$6,249,823 in administrative expenses and \$73,273,093 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.85 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits, Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

## Monthly Membership Meetings Keep Seafarers Informed

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

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

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

Below is the schedule of meetings for 2006. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

### Membership Meetings in 2006

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

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



# Executive VP John Fay Dies at 73

Continued from page 3

light. Both for ITF staff and for John himself, it was a delight to see how he adjusted to the new situation. He was always ready to take advice, but also determined to stand up for what he believed was right. American seafarers as well as seafarers of all nationalities benefited enormously from his wisdom and good humor."

In a joint letter from Cockroft, Jon Whitlow and Stephen Cotton of the federation's Seafarers' Section, the trio noted, "John played a major role in the ITF for many years, and was deeply committed to our organization. He was a true internationalist and a tower of strength in all his work for the ITF, and he will be remembered for this and for his humor and kindness to his colleagues."

Ake Selander, retired ITF general secretary who worked with Fay since the early 1970s, stated, "John and I traveled the world together in pursuance of our work on behalf of the ITF, and the ITF owes John a lot for keeping the Seafarers' Section on the right keel. He was a very loyal ITF servant and was always anxious not to offend people. He was eager to learn and very able to assess scenarios and above all he was a realist."

Strong faith played a key role in Fay's life—a quality that proved evident in remembrances Nov. 12 at Our Lady's Church in Leonardtown, Md., where his memorial service took place.

SIU President Sacco noted that whenever he and Fay traveled together, John made sure that one of the first things they did was to locate a nearby Catholic church so they could attend mass. "John was a true believer," Sacco said. "He never missed a mass, but religion was more than just a weekly service to him. It was a way of life. It was his foundation."

Father **Sinclair Oubre**, who celebrated (presided over) the funeral service (and who also is an active SIU member), noted that Fay's work reflected selfless



Enjoying a light-hearted moment at the MTD convention earlier this year in Chicago are (front row, right to left) John Fay, NCL America President and CEO Colin Veitch and SIU Secretary-Treasurer David Heindel.

beliefs that are consistent with his faith. Fay often spoke on behalf of foreign mariners who otherwise wouldn't have had any voice, Oubre pointed out, and he also devoted his career to the betterment of others.

*'American seafarers as well as seafarers of all nationalities benefited enormously from his wisdom and good humor.'*

— ITF General Secretary David Cockroft

"For me as an Apostleship of the Sea priest, it was a great honor to be present and bring the prayer of the church for John," Oubre stated. "It's a great privilege for a minister of the Apostleship of the Sea to be able to do that for one of its brothers."

Individuals from all parts of the industry appreciated Fay's work.

"He exemplified everything about good sense and gentleness with people, whether discussing issues or chatting about life," said Chris Krusa, maritime training specialist at the U.S. Maritime Administration. "He was a true

gentleman and a seafarer's seafarer. I will never forget how he helped me work with Piney Point's first towboat operator/pilot candidates for the U.S. Coast Guard written license exam in Philadelphia in 1972 or thereabouts, and they all passed."

"I will always think of John as a very courteous person, always trying to help," said Jean-Yves Legouas, senior maritime specialist with the ILO in Geneva. "For the union as well as for the ITF, I know he'll be sorely missed."

Leow Ching Chuan, general secretary of the Singapore Organization of Seamen, said that Fay "will be fondly remembered by us."

Paddy Crumlin, National Secretary of the Maritime Union of Australia, said Fay "was a tough man shaped by tough times. His wisdom and strength of character translated well into the international labor movement where he became chair of the Seafarers' Section of the ITF and also one of the leaders of the seafarers group at the International Labor Organization Maritime Preparatory Conferences and Maritime Conferences. His deep knowledge of the industry was instrumental in our campaign to develop decent standards of work and protection for international seafarers, particularly in the flag-of-convenience shipping."

While it may surprise those who didn't know him well, a number of condolences received at SIU headquarters noted Fay's wry sense of humor.

"He had an incredible wit," observed SIU Vice President Great Lakes Tom Orzechowski. "John could come across as a very stoic figure, but the more you got to know him, these one-liners would come out and it was just hysterical. That's something I'm going to



Fay's work at the international level on behalf of all mariners is a strong part of his legacy.



Fay attends an SIUNA gathering at the school in Piney Point in 1981 (left photo) and, a decade later, sits with SIU President Michael Sacco, also in Piney Point (above photo).



Taken in 1957, this photo shows Seafarers marching in a Labor Day parade in New York City. In the front row, from right to left, are Joe DiGiorgio, John Fay and Al Kerr—each of whom served the SIU as secretary-treasurer.

miss."

"He had a way of making people laugh," said SIU Vice President Government Services Kermet Mangram. "He was a great guy, a straight-up guy. I'm going to miss him."

SIU Vice President West Coast Nick Marrone credited Fay with being "one of the establishing forefathers of this great union. I very much appreciate and give thanks for all the hard work and sacrifices John made over the years to the betterment of this organization."

"John was a tremendous union official and an even better person," said SIU Vice President Gulf Coast Dean Corgey. "He was completely dedicated to the union and its membership."

In addition to the memorial service, John Fay's life was celebrated during a private ceremony Nov. 13 on the Chesapeake Bay, where his ashes were sent to their final resting place.

Survivors include his wife, Phyllis; sons John Jr., Patrick and **Michael** (an active SIU member); daughter Kelly Fay; four siblings and seven grandchildren.

The family asks that in lieu of flowers,

donations are sent to the American Cancer Society.



John Fay is honored in 1988 in Philadelphia for his contributions and assistance to a local hospital. Presenting him with the Humanitarian Award is a member of the hospital's executive board, Jeffrey Gloss.



Brother Fay's ashes are sent to their final resting place Nov. 13 on the Chesapeake Bay in Southern Maryland.



The former executive VP addresses a crowd in Long Beach, Calif. on behalf of the SIU-affiliated United Industrial Workers.



# Medicare's New Prescription Drug Coverage and You

## Notice to Medicare Eligible Participants

### Creditable Coverage

The following letters were mailed last month to pensioners covered under the Seafarers Health and Benefits Plan from the SHBP Board of Trustees. Please note that separate information was mailed to Marine Cooks & Stewards pensioners who were covered under the MC&S Welfare Plan before that union merged into the SIU in 1979 and who also retired before the merger.

November 9, 2005

Dear Medicare Eligible Participant:

You may have heard about Medicare's new prescription drug coverage, also known as Medicare Part D, and wondered what this new coverage might mean to you. Starting January 1, 2006, the Federal Government will be providing limited prescription drug coverage to retirees eligible for Medicare.

**Seafarers Health and Benefits Plan (SHBP) is pleased to inform you that the current prescription drug coverage you have now with SHBP is superior coverage to the standard Medicare Part D prescription drug plan.** Since the prescription drug benefit provided by SHBP provides you with better coverage than the coverage offered under Medicare Part D, this means that SHBP provides you with "creditable prescription drug coverage."

Enclosed is your notice of creditable coverage which the government requires us to send to you. Be sure to read the notice carefully and keep it in a safe place where you can find it. It may be necessary to refer back to the notice should you decide to change your pharmacy benefit coverage in the future.

**To maintain coverage through SHBP, you do not need to take any action.** The SHBP will continue your coverage at no cost to you, other than the applicable co-payments and annual deductible.

**In order to maintain the coverage that you currently enjoy through SHBP, you should not enroll in any Medicare prescription plan offered through other insurance companies licensed to sell these plans. If you enroll in one of the Medicare prescription drug**

plans, you may lose your coverage under the SHBP prescription plan. In addition, you may have to provide the insurance company with a copy of this notice to prevent them from charging you a higher premium than what other enrollees pay.

**Again, no action is required by you to maintain your coverage through SHBP.** If you have any questions concerning your SHBP prescription drug plan and Medicare Part D, please call the Plan's membership services line at 1-800-252-4674.

Sincerely,  
BOARD OF TRUSTEES

## Important Notice from the Seafarers Health and Benefits Plan About Your Prescription Drug Coverage and Medicare

### Creditable Coverage

November 9, 2005

Dear Plan Participant,

By now you may have heard about Medicare's new prescription drug coverage. This letter will provide a description of your options for pharmacy benefit coverage after January 1, 2006. This letter will also tell you where to find more information to help you make decisions about your prescription drug coverage. The Seafarers Health and Benefits Plan (SHBP) is sending this letter to retired participants to make sure that retirees understand what options are available.

**This notice provides plan participants with important information. Please read this notice carefully. It can help you decide whether or not you want to enroll in Medicare's new Part D program.**

**Please keep this notice in a safe place. It may be necessary to refer back to this letter should you decide to change your pharmacy benefit coverage in the future.**

### What is Medicare Part D?

Medicare Part D is a new benefit for all individuals entitled to Medicare. Medicare currently provides eligible individuals coverage for hospitalization and doctors visits under Medicare Parts A and B. After January 1, 2006, Medicare Part D will provide Medicare recipients with a certain amount of pharmaceutical benefit coverage as well. This new program means that Seafarers retirees and others eligible for

Medicare now have a choice. You can choose to keep pharmacy benefits from the SHBP or you can pay to join another plan serving your area.

### How will Medicare Part D affect my Seafarers' pharmacy benefits?

**SHBP would like all participants to know that the Plan's drug benefit is, on average, expected to provide a benefit that is as good as what would be available to you in the standard Medicare Part D prescription drug plan.**

**If you choose to stay in the SHBP, you do not have to take any other action.** You pay the same co-payments and deductibles in effect at this time. Currently, there is no insurance premium to pay as there will be for the new Medicare pharmaceutical plans. A summary of your prescription coverage under the SHBP is attached to this letter. You will not need to go through any additional enrollment process if you choose to stay in the SHBP. There will also be deductibles and co-payments in the Medicare plans which will be offered in your area.

If you continue to receive pharmacy benefit coverage through the SHBP and decide to switch to another plan in the future, there will be no additional penalty to enroll in a Medicare prescription drug plan.

Since spouses do not receive benefits from the SHBP, they should seek information from any employer sponsored coverage they may have or enroll in a Medicare Part D plan.

### What happens to my Seafarers' prescription drug coverage if I enroll in a Medicare Part D prescription drug plan?

This year, if you enroll in a Medicare Part D prescription drug plan, you will lose prescription drug coverage from the SHBP. You will still be eligible for other benefits available from the plan if you are retired with enough eligibility time for medical health care coverage.

### When do I have to make a decision about which coverage I want?

Everyone entitled to enroll in the new Medicare Part D must do so between November 15, 2005 and May 15, 2006. **Once again, if you choose to continue to receive benefits from the Seafarers Plan, you do not need to**

**do anything.**

### What happens if I choose to enroll in a Medicare part D plan but do not make a decision to participate by May 15, 2006?

If you wish to enroll in a Medicare prescription drug plan but do not take action for 63 days or longer after May 15, 2006 you will have to pay an increase in the monthly premium that will be charged for your Medicare prescription plan. That increase will be 1% per month of the premium charged by the plan. You will have to pay this increased premium for as long as you have Medicare prescription drug coverage. You may also have to wait until November 2006 to enroll.

### If I choose to remain in the SHBP this year, may I switch plans in the future?

Yes, you may choose to switch to a Medicare part D prescription drug plan in the future.

**You may do so without paying a higher premium as long as you provide that new plan with this document to prove that you have had coverage by another plan that was as good as the benefit offered by the standard Medicare plan.**

If you do decide to choose coverage under Medicare Part D, you must make sure that your Seafarers benefit will remain in effect until you are new coverage becomes effective.

**As in all cases, the SHBP reserves the right to modify benefits at any time, in accordance with applicable law.**

### How can I get more information about this notice or my current pharmacy benefit coverage?

To receive another copy of this notice, you may contact the Plan's membership services at 1-800-252-4674. If you have questions about the current Seafarers prescription plan coverage, you may contact Express Scripts at 1-800-467-2006. You may receive

this notice at other times in the future such as before the next enrollment period for Medicare prescription coverage or if this coverage changes.

### Is there any help if I am on a limited income and need extra resources?

For people with limited income and resources, extra help paying for the Medicare prescription drug plan is available. Information about this extra help is available from the Social Security Administration (SSA). For more information about this extra help, contact SSA by calling 1-800-772-1213. For TTY call 1-800-325-0778.

### How can I learn more information about my options under the Medicare Part D prescription drug program?

More detailed information about Medicare plans that offer prescription drug coverage will be available to you in a publication entitled the **Medicare and You 2006** handbook. You will be receiving this handbook in the mail from Medicare. You may also be contacted directly by Medicare prescription drug plans offered in your area. You can also get more information about Medicare prescription drug plans by contacting the following sources:

- Medicare's web site: [www.medicare.gov](http://www.medicare.gov)
- Medicare's telephone number: 1-800-633-4227. TTY users should call 1-877-486-2048.
- Your state health insurance assistance program. These programs are listed in the phonebook and will be listed in the Medicare handbook.

Once again, we provide this information to you in accordance with federal government requirements.

Sincerely,

BOARD OF TRUSTEES

## Taking a Pierhead Jump; Need Meds?

When a Seafarer is at the hiring hall and a job comes up, usually there is no problem making it to the ship within the span of a few hours. But when medication is a concern, the situation becomes a bit more problematic.

With the new prescription mail order program (Prescription Solutions), Seafarers can get 90 days worth of their maintenance medicines, which is usually adequate. But if they are going to be on a ship for six months, for example, and have only a 30-day supply of medicine on hand, what can they do?

There is no perfect solution in this case. If they want to take the job and they do need a drug refill, there are a couple options.

Time is of the essence in taking a pierhead jump. A member can obtain a prescription override form at the port office for required medications, immediately call their doctor and have him or her call in a new prescription to a nearby participating pharmacy, and then pick it up. As a last resort for late evening or weekend pierhead jumps, the member can call his or

her doctor for the required medication, pick it up, pay for it out of pocket and then submit the receipt to the Seafarers Health and Benefits Plan for reimbursement.

It may happen that the doctor is not in the office that particular day, but by already having developed a relationship with one's caregiver, this should not be a problem. The Seafarer should communicate with his or her doctor beforehand, finding out the best way to contact the doctor after hours and on weekends in such cases. That could eliminate problems such as the one involving a pierhead jump.

The SHBP will do what they can to assist each SIU member in this predicament but, ultimately, it is the responsibility of the Seafarer to be ready to take a shipboard job when it comes along. And that means being prepared by having the names, addresses and telephone numbers of their doctors and local pharmacies as well as a list of the medications they take.

## IT TAKES A FOUR-LETTER WORD TO BE HEARD



**ATTENTION SEAFARERS: Contribute to the Seafarers Political Action Donation HELP US HELP YOU!**



## SUMMARY ANNUAL REPORT FOR NMU 401K PLAN

This is a summary of the annual report for the NMU 401K Plan, EIN 13-6592643, Plan No. 002, for the period January 1, 2004 through December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through insurance. Plan expenses were \$346,911. These expenses included \$346,911 in benefits paid to participants and beneficiaries. A total of 1,083 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,197,802 as of December 31, 2004, compared to \$2,941,892 as of January 1, 2004. During the plan year, the plan experienced an increase in its net assets of \$255,910. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$602,821 including employer contributions of \$451,013 and earnings from investments of \$151,808.

### Your Rights to Additional Information

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

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

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

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

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

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

This is a summary of the annual report of the Welfare Fund of the NMU Pension and Welfare Plan, EIN 13-6700827, Plan No. 501, for the period January 1, 2004 through December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$0 as of December 31, 2004, compared to \$10,996,837 as of January 1, 2004. During the plan year, the plan experienced a decrease in its net assets of \$10,996,837. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$2,104,126 including employer contributions of \$2,008,436, realized losses of \$209,692 from the sale of assets, earnings from investments of \$279,976, and other income of \$25,406.

Plan expenses were \$6,961,808. These expenses included \$691,034 in administrative expenses and \$6,270,774 in benefits paid to participants and beneficiaries.

In addition, during the plan year, \$6,139,155 of assets were transferred to Seafarer's Health and Benefits Plan.

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write the office of Margaret Bowen who is Administrator, Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$2.10 for the full annual report, or 10 cents per page for any part thereof.

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

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

## NMU SUMMARY ANNUAL REPORTS

## SUMMARY ANNUAL REPORT FOR NMU VACATION PLAN

This is a summary of the annual report of the NMU Vacation Plan, EIN 13-6700828, Plan No. 501, for the period January 1, 2004 through December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,075,526 as of December 31, 2004, compared to \$1,937,315 as of January 1, 2004. During the plan year, the plan experienced a decrease in its net assets of \$861,789. During the plan year, the plan had a total income of \$8,316,894 including employer contributions of \$8,267,268 and earnings from investments of \$49,626.

Plan expenses were \$9,178,683. These expenses included \$1,237,505 in administrative expenses and \$7,941,178 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

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

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

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

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

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

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, EIN 13-6592643, Plan No. 001, for the period January 1, 2004 through December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$32,039,492. These expenses included \$2,897,086 in administrative expenses and \$29,142,406 in benefits paid to participants and beneficiaries. A total of 8,740 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$318,635,814 as of December 31, 2004, compared to \$324,293,997 as of January 1, 2004. During the plan year, the plan experienced a decrease in its net assets of \$5,658,183. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$26,381,309 including employer contributions of \$923,128, realized losses of \$1,934,504 from the sale of assets, earnings from investments of \$27,006,968 and other income of \$385,717.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen who is Plan Administrator, Board of Trustees of NMU Pension and Welfare Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$8.90 for the full annual report, or 10 cents per page for any part thereof.

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

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



John Jamian  
U.S. Deputy Maritime Administrator



Gen. Norton Schwartz  
Commander, TRANSCOM



Vice Adm. David Brewer  
Commander, MSC

# Seafarers Welcome Alliance New York New Addition to MSP Fleet Strengthens

The initial flag-in ceremony took place next to the vessel in Baltimore.



Philip Shapiro  
President/CEO  
Liberty Global Logistics



Bosun Rafael Clemente



Robert Wellner  
Executive VP  
Liberty Global Logistics



Chief Cook Joey Clements



Tom Keenan, Liberty Global Logistics VP  
Augie Tellez, SIU Executive VP



SA Sisto Deanda



Vice Admiral Brewer, General Magnus, President Sacco, Mrs. R



AB Ed Rockinger (right) helps guide guests during shipboard tours in New York.

*Continued from page 3*

five newly built tankers in the fleet. The program provides a 30-month period to re-equip the fleet with Defense Department-approved equipment and increases the annual payment.

The MSP has been a key element in ensuring the fleet's economic and defense security since its inception. The program provides access to program participants' communications networks and



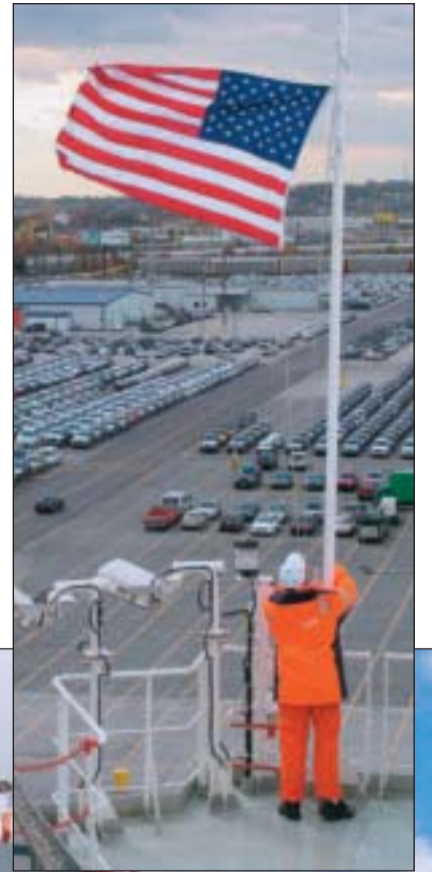
Gen. Robert Magnus  
Assistant Commandant, USMC



Michael Sacco  
SIU President



Apprentices from the Paul Hall Center served as the honor guard.



# ork s America

United States that are capable  
products during a war; estab-  
place older ships with newer  
and militarily useful ships;  
ent to ship operators.  
ement of America's econom-  
s enactment in 1996. Its ves-  
ment of Defense in times of  
the MSP also gives the U.S.  
ts' infrastructure, terminals,  
more.



ose Magnus



Students from the Paul Hall Center for Maritime Training and Education march past the *Alliance New York* following the morning ceremony. The vessel is part of the U.S. Maritime Security Program fleet.



of the *Alliance New*



Chief Steward Wadsworth Jarrell



OMU Virgil Craige gives a pointer to Unlicensed Apprentice Nicholas Bridges during a shipboard tour.



## SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug and Dredge Pension Plan (Employer Identification No. 13-1953878, Plan No. 003) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$1,483,195. These expenses included \$241,827 in administrative expenses and \$1,241,368 in benefits paid to participants and beneficiaries. A total of 268 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$24,191,340 as of December 31, 2004 compared to \$24,672,779 as of January 1, 2004. During the plan year, the plan experienced a decrease in its net assets of \$481,439. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$1,001,756, including employer contributions of \$164,594, losses of \$682,643 from the sale of assets and earnings from investments of \$1,519,805.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Plan Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.90 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-5638, Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan (Employer Identification No. 51-6097856, Plan No. 001) for the period January 1, 2004 to December 31, 2004. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$655,985. These expenses included \$204,674 in administrative expenses and \$451,311 in benefits paid to participants and beneficiaries. A total of 928 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,531,657 as of December 31, 2004 compared to \$8,844,324 as of January 1, 2004. During the plan year the plan experienced a decrease in its net assets of \$312,667. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$343,318, including gains of \$151,226 from the sale of assets and earnings from investments of \$176,029.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5 percent of the plan assets;
5. Insurance information including sales commissions paid by insurance carriers; and
6. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Margaret Bowen, Administrator, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$5.10 for the full report, or \$0.15 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan: Plan Office, 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-5638, Washington, DC 20210.

# Apply Now for 1 of 8 Scholarships to Be Awarded to Seafarers, Dependents in '06

It's the holiday season, and one of the best gifts you can give yourself is the chance to fulfill your dreams of a college education. Completing the coupon below is the first step toward realizing that dream.

All Seafarers and their spouses and children who plan to attend college are encouraged to send away for the 2006 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls.)

Eight monetary grants will be awarded in 2006 to three SIU members and five dependents. One of the three scholarships reserved for SIU members is in the amount of \$20,000 and is intended to help cover the costs of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college.

Five scholarships are to be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Once the scholarship booklet has been received, applicants should check the eligibility information to make sure that certain conditions are met. After checking for eligibility, applicants should start collecting other paperwork which must be submitted

along with the full application by the April 15, 2006 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the request is made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2006 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

No one can be awarded a scholarship without filling out an application and mailing it to the Scholarship Program by April 15.

Enjoy the holidays, and don't just wish for the gift that can affect the rest of your life—go for it today.

Please send me the 2006 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

Mariner's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number (\_\_\_\_) \_\_\_\_\_

This application is for:  Self  Dependent

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

12/05

### 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

### 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.



# Dispatchers' Report for Deep Sea

## OCTOBER 16 — NOVEMBER 15, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	3	2	2	2	0	3	0	1	5	0
Anchorage	0	6	4	0	1	2	1	0	14	7
Baltimore	2	5	1	3	6	0	2	4	7	1
Fort Lauderdale	7	11	5	7	12	4	4	10	26	11
Guam	1	6	3	2	4	0	1	2	10	3
Honolulu	4	15	3	13	4	3	5	7	19	3
Houston	40	22	21	17	11	12	13	67	45	38
Jacksonville	25	21	12	17	19	1	13	48	31	15
Joliet	0	0	1	0	0	0	0	0	1	2
Mobile	8	17	4	5	8	1	4	13	23	7
New Orleans	14	9	8	6	8	5	2	24	13	11
New York	36	21	14	22	18	8	15	56	35	28
Norfolk	16	12	6	4	9	8	4	30	23	10
Philadelphia	1	4	3	1	4	4	2	1	6	1
Piney Point	0	5	0	0	17	0	0	2	14	0
Puerto Rico	8	8	1	3	7	0	7	14	12	2
San Francisco	22	12	4	18	12	1	16	35	16	9
St. Louis	2	10	1	0	6	0	1	2	7	1
Tacoma	25	24	14	19	26	6	13	56	51	23
Wilmington	25	22	9	19	17	9	16	34	41	19
<b>Totals</b>	<b>239</b>	<b>232</b>	<b>116</b>	<b>158</b>	<b>189</b>	<b>67</b>	<b>119</b>	<b>406</b>	<b>399</b>	<b>191</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	1	1	2	0	0	3	0	1	2	1
Anchorage	0	0	1	0	2	1	0	0	3	2
Baltimore	4	2	1	5	1	0	1	4	3	2
Fort Lauderdale	4	6	3	2	7	1	0	5	7	6
Guam	1	2	0	0	1	0	0	3	5	2
Honolulu	7	4	2	3	5	2	1	11	7	2
Houston	14	11	7	8	7	5	8	17	19	11
Jacksonville	15	16	5	11	9	3	6	23	26	8
Joliet	1	0	0	1	0	0	0	0	0	0
Mobile	5	2	2	5	3	1	3	12	6	3
New Orleans	8	3	2	5	2	1	0	11	5	1
New York	15	10	5	7	4	3	5	24	21	13
Norfolk	4	5	8	10	3	1	2	9	14	10
Philadelphia	2	5	0	1	2	0	1	2	6	1
Piney Point	2	3	0	2	1	0	0	1	3	0
Puerto Rico	3	5	0	3	4	2	5	2	5	0
San Francisco	8	6	1	7	9	0	3	12	11	2
St. Louis	0	1	0	1	2	1	0	1	0	1
Tacoma	17	16	5	15	17	2	11	18	26	10
Wilmington	5	9	5	4	3	4	1	8	15	10
<b>Totals</b>	<b>116</b>	<b>107</b>	<b>49</b>	<b>90</b>	<b>82</b>	<b>30</b>	<b>47</b>	<b>164</b>	<b>184</b>	<b>85</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	0	0	2	0	0	1	0	0	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	5	3	0	1	2	0	2	8	3	0
Fort Lauderdale	5	8	2	5	5	1	3	6	7	3
Guam	1	2	0	1	1	0	0	1	3	0
Honolulu	9	7	1	6	7	0	3	13	10	2
Houston	11	4	6	9	5	2	4	36	11	7
Jacksonville	17	5	4	10	9	2	1	25	13	6
Joliet	0	0	1	1	0	0	0	0	1	2
Mobile	6	4	0	0	0	0	0	8	7	0
New Orleans	9	6	1	6	2	0	2	12	5	1
New York	17	6	6	5	5	2	4	28	11	8
Norfolk	9	14	5	4	12	3	1	15	17	9
Philadelphia	2	0	0	2	0	0	1	4	0	0
Piney Point	2	1	0	2	0	0	0	5	2	1
Puerto Rico	1	2	0	2	2	0	2	2	3	0
San Francisco	21	4	2	14	3	2	4	33	8	3
St. Louis	2	0	0	3	2	1	1	2	2	0
Tacoma	19	9	3	14	5	0	8	28	15	5
Wilmington	25	9	2	13	6	3	10	38	12	5
<b>Totals</b>	<b>162</b>	<b>84</b>	<b>33</b>	<b>100</b>	<b>67</b>	<b>16</b>	<b>47</b>	<b>264</b>	<b>130</b>	<b>52</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	2	2	0	0	0	0	0	5	3
Anchorage	0	3	1	0	0	1	0	0	3	7
Baltimore	0	3	0	0	2	0	0	1	3	0
Fort Lauderdale	0	11	9	0	2	4	0	0	13	14
Guam	0	3	2	0	2	0	0	0	5	4
Honolulu	5	8	8	1	5	2	0	6	15	14
Houston	3	12	20	3	14	4	0	4	22	34
Jacksonville	5	17	22	3	9	8	0	2	25	32
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	0	4	0	0	1	1	0	0	10	1
New Orleans	1	3	5	2	2	3	0	0	3	4
New York	9	35	24	3	18	12	0	15	49	41
Norfolk	0	5	18	1	8	8	0	0	19	19
Philadelphia	0	1	0	0	1	0	0	0	0	0
Piney Point	0	6	17	0	14	25	0	0	10	15
Puerto Rico	1	5	0	2	4	0	0	1	4	1
San Francisco	2	9	8	4	7	2	0	6	15	16
St. Louis	0	1	1	0	0	1	0	0	1	1
Tacoma	4	18	22	3	11	4	0	6	29	28
Wilmington	0	7	9	2	3	9	0	1	9	17
<b>Totals</b>	<b>30</b>	<b>153</b>	<b>168</b>	<b>24</b>	<b>103</b>	<b>84</b>	<b>0</b>	<b>42</b>	<b>240</b>	<b>251</b>
<b>Totals All Departments</b>	<b>547</b>	<b>576</b>	<b>366</b>	<b>372</b>	<b>440</b>	<b>197</b>	<b>213</b>	<b>876</b>	<b>953</b>	<b>579</b>

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

### January & February 2006 Membership Meetings

Piney Point	Tuesday: January 3*
	Monday: February 6
	(*change created by New Year's Day holiday)
Algonac	Friday: January 6, February 10
Baltimore	Thursday: January 5, February 9
Boston	Friday: January 6, February 10
Guam	Thursday: January 19, February 23
Honolulu	Friday: January 13, February 17
Houston	Monday: January 9, February 13
Jacksonville	Thursday: January 5, February 9
Joliet	Thursday: January 12, February 16
Mobile	Wednesday: January 11, February 15
New Orleans	Tuesday: January 10, February 14
New York	Tuesday: January 3, February 7
Norfolk	Thursday: January 5, February 9
Philadelphia	Wednesday: January 4, February 8
Port Everglades	Thursday: January 12, February 16
San Francisco	Thursday: January 12, February 16
San Juan	Thursday: January 5, February 9
St. Louis	Friday: January 13, February 17
Tacoma	Friday: January 20, February 24
Wilmington	Tuesday: January 17*, February 21*
	(*changes created by Martin Luther King holiday and Presidents Day holiday)

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

### Personals

#### SONNY THE SAILOR

*Jimmy D found your seat. Please call him at (734) 732-7581.*

#### LOUIS K. HARDY

*Your son, Louis M. Scott Hardy, would like to hear from you. He may be reached at (985) 295-9206, or e-mail tylertownone@yahoo.com.*

### Hard Work Pays Off for 3 Trainees



Three unlicensed apprentices were congratulated by SIU officials when they were presented with their GED certificates at the November membership meeting in Piney Point, Md. From the left are SIU Executive VP Augie Tellez, Dean Bettis, Jacob Kamp, SIU President Michael Sacco, Gabe Williamson and SIU Secretary-Treasurer David Heindel. In addition to receipt of his GED, Bettis was given a certificate of achievement for exemplary scores on his test.



### 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 Liocanjic, *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, 422, Suite 101B  
West O'Brien Dr., Hagatna, Guam 96910  
(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

OCTOBER 16 — NOVEMBER 15, 2005

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	7	6	1	4	1	1	0	11	7	0
Houston	14	1	3	12	0	4	7	39	8	2
Jacksonville	2	0	1	2	0	1	0	4	2	4
New Orleans	4	0	0	2	0	0	0	14	5	16
New York	16	8	4	13	7	4	8	38	11	2
Norfolk	1	0	0	1	0	0	0	2	0	0
Tacoma	1	1	4	1	1	4	1	1	1	2
Wilmington	5	0	3	2	0	3	3	8	5	0
<b>Totals</b>	<b>50</b>	<b>16</b>	<b>16</b>	<b>37</b>	<b>9</b>	<b>17</b>	<b>19</b>	<b>117</b>	<b>39</b>	<b>26</b>
<b>ENGINE DEPARTMENT</b>										
Boston	2	0	0	0	0	0	0	10	0	0
Houston	6	1	4	5	0	4	1	19	4	2
Jacksonville	1	1	2	1	1	2	2	6	7	6
New Orleans	0	1	0	0	0	0	0	1	5	10
New York	5	3	1	4	3	1	3	15	7	0
Norfolk	2	1	0	2	1	0	1	1	0	1
Tacoma	0	0	1	0	0	1	0	0	1	1
Wilmington	1	0	4	0	0	4	0	6	0	0
<b>Totals</b>	<b>17</b>	<b>7</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>7</b>	<b>58</b>	<b>24</b>	<b>20</b>
<b>STEWARD DEPARTMENT</b>										
Boston	3	4	0	3	1	0	1	6	4	0
Houston	7	0	0	3	0	0	1	10	6	3
Jacksonville	5	0	2	1	1	2	4	6	4	3
New Orleans	0	0	0	1	1	0	1	3	0	10
New York	7	5	0	2	3	0	3	14	16	0
Norfolk	2	1	0	0	2	0	0	2	1	0
Tacoma	0	0	3	1	0	2	1	0	0	2
Wilmington	0	0	0	0	1	0	0	2	1	1
<b>Totals</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>43</b>	<b>32</b>	<b>19</b>
<b>ENTRY DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals All Departments</b>	<b>91</b>	<b>33</b>	<b>33</b>	<b>60</b>	<b>22</b>	<b>33</b>	<b>37</b>	<b>218</b>	<b>95</b>	<b>65</b>

## PICS-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner **Horace A. Wiltshire** of Norfolk, Va.

The photo at right is of the deck gang on the *Mission Sandvan* in March 1946. It was taken in Mobile, Ala. Wiltshire is the one kneeling.

Directly below are the steward and cook on the Liberty ship *John Ross*. That picture also was taken in 1946.

Below right aboard the *Penn Challenger* are Wiltshire (left) and

another crew member on the tanker. This photo was shot Dec. 19, 1970 in Da Nang, Vietnam.

Brother Wiltshire joined the union in May 1946 in the port of Norfolk. The Virginia native had his deck department career interrupted by service in the U.S. Air Force from 1951 to 1955. He retired from the union Jan. 1, 1990.



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



**CHARLES BETZ**, 65, joined the union in 1988 in Piney Point, Md. Brother Betz was born in Philadelphia. His first ship was the *USNS Lynch*. The engine department member most recently worked aboard the *PFC Dewayne T. Williams*. He makes his home in Swansboro, N.C.

**DEMONT EDWARDS**, 66, became an SIU member in 1993, first working on the *SPC 5 Eric G. Gibson*. Brother



Edwards, who was born in Florida, sailed as a member of the steward department. His most recent voyage was aboard the *Atlantic Forest*. Brother Edwards settled in his native state.



**ALBERTO FALCON**, 65, started sailing with the Seafarers in 1960 from the port of Houston. The steward

department member first worked aboard ISCO vessels; he last shipped on the *USNS Potomac*. Born in Texas, Brother Falcon calls Houston home.

**PETER FRIED**, 54, began his SIU career in 1972 in New York. Brother Fried first worked aboard Steuart Transportation Company vessels in the engine department. Before retiring, he shipped aboard the *Elizabeth*. Born in New York, Brother Fried now lives in Howell, N.J.



**EDWARD HANEY**, 65, hails from Stayton, Ore. Brother Haney joined the SIU in 1987 in the port of Mobile, Ala. His first voyage was on the *American Cormorant*. Brother Haney was a deck department member and last worked aboard the *Overseas Vivian*. He is a resident of Lakeside, Ore.



**WALTER HUTCHINSON**, 66, embarked on his seafaring career in 1989 in the port of San Francisco. Brother

Hutchinson's first voyage was on the *USNS Chauvenet*. He was born in New Jersey and sailed in the engine department. In 2000 and 2004, Brother Hutchinson upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point,

Md. His most recent voyage was aboard the *Horizon Navigator*. He resides in Oakland, Calif.

### INLAND

**GUILLERMO CRUZ**, 55, is a native of Puerto Rico. Boatman Cruz started sailing with the SIU in 1980 from San Juan. Throughout his seafaring career, he primarily shipped on vessels operated by Crowley Towing & Transportation. Boatman Cruz worked in the steward department. He makes his home in San Juan, P.R.



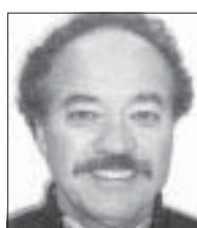
**THOMAS DELAUNE**, 62, began working on SIU-contracted ships in 1994 in New Orleans. Boatman Delaune primarily shipped with Westbank Riverboat Services aboard the *Boomtown* during his seafaring career. The engine department member calls Harvey, La. home.



**WILLIAM FITZGERALD**, 62, joined the SIU in 1997 in the port of Houston. Boatman Fitzgerald was

born in Velasco, Texas. The deck department member worked primarily aboard vessels operated by Crowley Towing & Transportation of Jacksonville. Boatman Fitzgerald took classes on two occasions at the Paul Hall Center. He makes his home in Alvin, Texas.

**WALTER HARSCHKE**, 62, joined the Seafarers in 1963 in New York, first sailing aboard a Taylor Marine Towing vessel. Boatman Harschke was a member of the engine department. The New York native attended the union-affiliated school in Piney Point, Md. in 1963 to upgrade his skills. Boatman Harschke last shipped on a McAllister Towing of Philadelphia vessel. He lives in Mt. Laurel, N.J.



**GARY JARVIS**, 62, became an SIU member in 1965, first shipping from the port of Houston aboard the

*Alcoa Master*. Boatman Jarvis worked in the engine department in both the deep sea and inland divisions. He trained at the Paul Hall Center in 1979. Boatman Jarvis' most recent voyage was on the *Laura Haden*, a G&H Towing Company vessel. He is a resident of Henderson, Texas.

**JOSEPH STEPHENS**, 58, hails from Ohio. Boatman



Stephens joined the union in 1978 in Puerto Rico. While an active member of the SIU, he sailed in both the engine & deck departments. Boatman Stephens' first ship was operated by Z Tug Management; his last by Crowley Towing of Jacksonville. He was a frequent upgrader at the union-affiliated school in Piney Point, Md. Boatman Stephens calls Dade City, Fla. home.

### GREAT LAKES



**RICHARD ARNOLD**, 45, was born in Michigan. Brother Arnold launched his career with the SIU in

1979. He mainly shipped with Luedtke Engineering. In 2001, Brother Arnold enhanced his seafaring abilities at the Paul Hall Center in Piney Point, Md. He now resides in Frankfort, Mich.

**MARIANNA GLEASON**, 65, began sailing with the Seafarers in 1985 in New Orleans. Sister

Gleason first worked aboard the *Walter J. McCarthy* in the steward department. Her most recent voyage was on the *Adam E. Cornelius*. Sister Gleason was born in Duluth, Minn., where she continues to reside.



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



**JAMES NARCISSE JR.**, 70, became an NMU member in 1962, initially shipping from the port of

Orleans aboard the *Hess Trader*. Brother Narcisse sailed in the steward department. The Louisiana native last worked on the *Lykes Explorer*.

**VINCENTE TARRATS**, 69, commenced his career with the union in 1964 in New York. Brother Tarrats first worked on the *Hope*. The Puerto Rico-born mariner sailed as a member of the

steward department. Brother Tarrats most recently sailed aboard the *Export Challenger*.

**MICHAEL STEVENS**, 55, joined the NMU in 1979 in Charleston, S.C. Brother Stevens' first voyage was aboard the *Buyer*. The steward department member was born in South Carolina. He most recently sailed on the *Cape Domingo*.



**CHARLES THORNTON**, 70, started shipping with the NMU in New Orleans. Born in Gulfport, Miss., Brother Thornton first sailed aboard the *Meteor*. Prior to retirement, he worked on the *Elizabeth Lykes*.

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

NAME	AGE	EDP
Reyes, Marcial	68	Oct. 1
Smith, David	91	Nov. 1

*Reprinted from past issues of the Seafarers LOG.*

### 1952

The SIU and its contracted companies met today to put their signatures to a brand new dry cargo contract which will provide considerable monetary and working rule boosts for Seafarers. The new agreement is the first standard dry cargo contract of its kind in the SIU, providing wage increases of from 5 to 15 percent for all ratings. In addition to wage gains, all general and working rules have been revised and strengthened, meaning more overtime for SIU crews. There are 14 brand new provisions as well as considerable improvements in the 21 repeated provisions. These, coupled with wage gains and standardization of the agreement for all freight ships, will make it by far the best contract ever negotiated in the maritime industry.

### 1974

SIU President Paul Hall joined one of President Ford's top economic advisors, L. William Seidman, and B.F. Goodrich Rubber Co. Chairman O.P. Thomas to address the Republican Governors' Conference held in St. Louis earlier this month on the condition of America's economy. Speaking between the business and government representatives, President Hall told the members of the prestigious Republican Governors' Association that the solutions offered by economists have con-

sidered every factor of the economy "except the quality of life for human beings. And people is what our country is about. We cannot overlook the human element."

He added that the country is suffering from the high price of energy and the multinational oil corporations' lack of concern for America's wellbeing. "I'm not against free enterprise, but we cannot allow the free enterprise system, as practiced by the multinational oil companies, to be used to destroy democracy."

### 1995

Two SIU-crewed Ready Reserve Force (RRF) ships are sailing in support of NATO peace-keeping troops in Bosnia. The *Cape Race* and the *Cape Rise*, roll-on/roll-off cargo ships, each 648 feet in length, were activated by the U.S. Defense Department's Transportation Command this month. They sailed from Portsmouth, Va. in early December, ahead of their four-day activation schedules. The ships delivered materiel to the Croatian port of Split in late December. They picked up the cargo at Antwerp, Belgium and Marchwood, England. "Once again, America's maritime industry and merchant mariners have answered the call to duty," stated U.S. Secretary of Transportation Federico Peña in announcing the breakout of the vessels. "America's skilled merchant mariners and the entire maritime industry remain vital to our national defense, peace-keeping and humanitarian efforts."

## THIS MONTH IN SIU HISTORY



# Final Departures

## DEEP SEA

### ABRAHAM ARAGONES

Pensioner Abraham Aragonés, 92, passed away Sept. 7. Brother Aragonés joined the SIU in 1944 in his native Puerto Rico. His first voyage was aboard the *Suzanne*, where he worked in the steward department. Before retiring in 1978, Brother Aragonés sailed on the *Guayama*. He resided in Puerto Rico.

### HERBERT ARCHER



Pensioner Herbert Archer, 74, died July 8. Brother Archer embarked on his seafaring career in 1951 in the port of Norfolk, Va. He shipped as a member of the engine department. Born in Virginia, he last worked aboard the *Seabulk Power*. Brother Archer began his retirement in 1996. He was a resident of Houston, Texas.

### ROALD BLIKSVAER



Pensioner Roald Bliksvaer, 75, passed away Aug. 20. A native of Oslo, Norway, Brother Bliksvaer became an SIU member in 1956 in New York. He worked in the deck department, last sailing on the *Long Lines*. Brother Bliksvaer went on pension in 1991. He called Abingdon, Md. home.

### KENNETH CASTEEL



Brother Kenneth Casteel, 23, died July 27. He joined the union in 2004 in Piney Point, Md. and sailed in the engine department aboard the *Horizon Fairbanks*. Brother Casteel made his home in Frostburg, Md.

### WILLIAM DESKINS

Pensioner William Deskins, 84, passed away April 13. Brother Deskins began his seafaring career in 1968 in the port of Norfolk, Va. The steward department member's first ship was the *Choctaw*. Brother Deskins was a native of West Virginia. He last worked aboard the *CPL Louis J. Hauge Jr.* In 1985, Brother Deskins began receiving compensation for his retirement. He resided in Virginia Beach, Va.

### JOSEPH DUNN

Pensioner Joseph Dunn, 70, died April 3. Brother Dunn began sailing with the SIU in 1958 in New York. His first ship was the *Steel Artisan*. Born in Brooklyn, N.Y., Brother Dunn sailed in the deck department. He most recently worked on the *Defender*. Brother Dunn retired in 2000 and lived in Redmond, Wash.

### LEOPOLD FAULKNER

Pensioner Leopold Faulkner, 80, passed away March 18. He joined the SIU in 1945 in New York. The steward department member, who was born in the Virgin Islands, last shipped aboard the *Integrity*. He began his retirement in 1988 and was a resident of Tuskegee, Ala.

### JESSIE FOSTER

Pensioner Jessie Foster, 73, died March 28. Brother Foster joined the union in 1966. He initially sailed on



### DAVID GILBERT

Pensioner David Gilbert, 56, passed away May 31. Born in New York, Brother Gilbert joined the Seafarers in 1967 in Brooklyn. He first worked in the deck department on the *Albion Victory*. Brother Gilbert last sailed aboard the *Developer*. He went on pension in 1989. Brother Gilbert called Crawfordville, Fla. home.

### EDUARDO GONZALEZ



Pensioner Eduardo Gonzalez, 74, died March 14. Brother Gonzalez became an SIU member in 1978. His first ship was the *Ogden Traveler*; his last was the *Robert E. Lee*. Brother Gonzalez shipped in the steward department. Born in Honduras, he made his home in New Orleans. Brother Gonzalez began receiving compensation for his retirement in 1999.

### JOSEPH GRAVES



Pensioner Joseph Graves, 72, passed away July 3. Brother Graves started sailing with the Seafarers in 1966 in San Francisco. The Texas-born mariner was a veteran of the U.S. Army. Brother Graves first worked aboard the *Our Lady of Peace* in the engine department. Prior to retiring in 1998, he sailed on the *Horizon Navigator*. Brother Graves lived in Houston.

### WALTER GROSVENOR



Pensioner Walter Grosvenor, 98, died July 5. Brother Grosvenor was born in New York. He began his SIU career in 1941 in Brooklyn, N.Y. Brother Grosvenor sailed as a member of the steward department. In 1973, he started collecting his retirement pay. Brother Grosvenor resided in Brooklyn.

### WALTER GUSTAVSON



Pensioner Walter Gustavson, 80, passed away Aug. 8. He embarked on his seafaring career in 1944 in New York. The deck department member was born in New York. Prior to retiring in 1980, Brother Gustavson worked aboard the *Houston*. He resided in Staten Island, N.Y.

## KARL HANSON



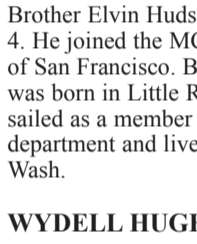
Pensioner Karl Hanson, 72, died March 5. Brother Hanson joined the SIU in 1962 in San Francisco after serving in the U.S. Navy. He initially went to sea on the *Keva Ideal*, working in the engine department. Brother Hanson was a native of California. He last sailed aboard the *Horizon Navigator*. Brother Hanson called Reno, Nev. home. He went on pension in 1997.

## NICHOLAS HOLLANDER



Pensioner Nicholas Hollander, 81, passed away May 18. Brother Hollander began sailing with the Marine Cooks & Stewards (MC&S) in 1954 in the port of San Francisco. The steward department member was born in South Africa. Brother Hollander retired in 1978 and made his home in Redwood City, Calif.

## ELVIN HUDSON



Brother Elvin Hudson, 81, died July 4. He joined the MC&S in the port of San Francisco. Brother Hudson was born in Little Rock, Ark. He sailed as a member of the steward department and lived in Vancouver, Wash.

## WYDELL HUGHES SR.

Brother Wydell Hughes Sr., 81, passed away June 8. He joined the union in San Francisco and sailed in the steward department. Born in Oklahoma, he called Torrance, Calif. home.

## SCOTT HUNG

Brother Scott Hung, 79, died March 22. He became a member of the MC&S in the port of San Francisco. Brother Hung was a member of the steward department. He resided in California.

## MOSES JOHNSON



Pensioner Moses Johnson, 87, passed away July 25. Born in Mississippi, Brother Johnson joined the MC&S in the port of San Francisco. The steward department member made his home in Bakersfield, Calif. Brother Johnson started receiving compensation for his retirement in 1976.

## ANTHONY KAZMIERSKI



Pensioner Anthony Kazmierski, 84, died May 18. Brother Kazmierski joined the SIU in 1951. The deck department member was born in Bayonne, N.J. Before retiring in 1985, Brother Kazmierski sailed on the *Courier*. He was a resident of New York.

## WILLIAM KUNAK

Pensioner William Kunak, 77, passed away March 26. Brother Kunak became a Seafarer in 1951 in the port of Baltimore, Md. Born in



## CARL LARSON

Pensioner Carl Larson, 70, died March 13. Brother Larson commenced his seafaring career in 1989 in the port of San Francisco. His first ship was the *USNS Harkness*. Born in Rhode Island, Brother Larson shipped in the deck department. He last worked aboard the *USNS Mt. Washington*. In 2004, Brother Larson retired and settled in Middletown, R.I.

## INLAND

### CRAIG BRIDGES



Boatman Craig Bridges, 35, passed away July 5. He started sailing with the SIU in 1992 in New Orleans. Boatman Bridges worked primarily aboard the *American Queen* as a member of the steward department. He made his home in his native state of Louisiana.

### CHARLES EGAN

Pensioner Charles Egan, 69, died March 21. Boatman Egan joined the union in 1981. He began collecting his retirement pay in 1999 and called Elizabeth City, N.C. home.

### ALFRED HASSETT

Boatman Alfred Hassett, 64, passed away April 9. He was born in Massachusetts. Boatman Hassett began sailing with the SIU in 1965, working in both the deep sea and inland divisions. His first ship was the *Equality State*; his last was the *Sugar Island*. Boatman Hassett resided in Virginia Beach, Va.

### DEWITT HOLLOWELL

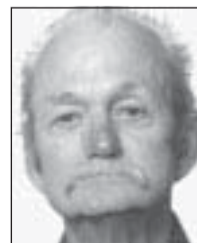
Pensioner Dewitt Hollowell, 78, died June 5. Boatman Hollowell joined the SIU in 1966 in the port of Norfolk, Va. His first voyage was aboard the *City of Alma*. Born in North Carolina, he was a member of the engine department. Boatman Hollowell's last ship was the *Sugar Island*. He lived in Windsor, Va. and went on pension in 1991.

### RUSSELL HUBBARD

Pensioner Russell Hubbard, 79, passed away March 18. Born in Virginia, Boatman Hubbard joined the union in 1960 in the port of Norfolk. He sailed in the engine department. In 1988, Boatman Hubbard retired and settled in Nags Head, N.C.

## GREAT LAKES

### DANIEL GARDINER



Pensioner Daniel Gardiner, 86, died Feb. 28. Brother Gardiner became an SIU member in 1960 in the port of Detroit, Mich. He was born in Illinois and

worked in the deck department. Brother Gardiner began receiving compensation for his retirement in 1986. He was a resident of Midland, Mich.

### GEORGE LALLEMONT

Pensioner George Lallemond, 82, passed away March 22. Brother Lallemond began his SIU career in 1959. He worked in the engine department. The Wisconsin native last sailed aboard the *Henry Steinbrenner*. Brother Lallemond began collecting his pension in 1993. He resided in his native state.

### EUGENE SOYRING



Pensioner Eugene Soyring, 89, died April 10. Brother Soyring joined the SIU in 1960 in the port of Detroit, Mich. He sailed in the engine department. Brother Soyring was born in Wisconsin. His last ship was the *Frank Denton*. In 1981, Brother Soyring began his retirement and made his home in Superior, Wis.

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

### GEORGE HIBBERT



Pensioner George Hibbert, 82, passed away May 28. Brother Hibbert joined the NMU in 1945 in Philadelphia. His first ship was the *Gulf Breeze*. Brother Hibbert shipped in the steward department. Prior to retiring in 1969, he worked on the *Export Champion*.

### RALPH HODGE



Pensioner Ralph Hodge, 86, died May 19. Brother Hodge began his seafaring career in 1944 in the port of Philadelphia. His first ship was the *Dorchester*. Born in Maine, Brother Hodge last shipped on the *American Leader*. He went on pension in 1968.

### CLEVELAND HUNTER



Pensioner Cleveland Hunter, 67, passed away May 14. Brother Hunter became an NMU member in 1980. His first ship was the *Dawn*. Brother Hunter was born in North Carolina. Most recently sailing on the *Paul Buck*, Brother Hunter started receiving his pension in 2001.

### JEFFREY MOSCHI



Pensioner Jeffrey Moschi, 82, died May 31. Brother Moschi was born in Rhode Island. He began sailing with the union in 1956 out of New Orleans. Brother Moschi's first ship was the *Cefalu*. He began collecting his retirement pay in 1982.



# 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.

**GLOBAL SENTINEL** (Transoceanic Cable Ship), Sept. 4—Chairman **Joseph J. Olson**, Secretary **Shawn R. Fujiwara**, Deck Delegate **David L. Parks**, Steward Delegate **Norman Adler**. Chairman announced ship schedule extended to pick up 60 miles of old telephone cable that connects Hawaii to U.S. mainland. Treasurer stated \$4,000 in ship's fund. Deck and steward delegates stated OT sheets not yet returned. No beefs reported. Notice pertaining to hurricane relief was read and discussed. Suggestion made for expansion of long-term health-care coverage. Questions raised about seetime needed to be eligible for medical and pension benefits. Crew would like ice-chilled salad bar to be replaced with an electric one.

**COAST RANGE** (Intrepid Personnel), Sept. 26—Chairman **Terry D. Cowans Sr.**, Secretary **Lanette A. Lopez**, Educational Director **George B. Lockett**, Deck Delegate **Travis S. Stringer**. Educational director advised mariners to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer stated new DVDs to be purchased. He also spoke with captain about getting new chairs and recliners. No beefs or disputed OT reported. It was noted that company policy states that English is to be spoken in all work areas. Members were asked to be considerate while others are sleeping.

**USNS FRED STOCKHAM** (American Overseas Marine), Sept. 15—Chairman **Andrew B. Barrows**, Secretary **Stephen M. Avallone**, Educational Director **Joseph J. Jenkins Jr.**, Steward Delegate **Allen N. Van Buren**. Bosun expressed "Bravo Zulu" to fellow crew members on their performance during recent military operations. Tasks were performed flawlessly under difficult conditions. Treasurer stated \$500 in ship's fund. No beefs or disputed OT reported. Request made to contact Guam hall for contract information. Vote of thanks given to steward department for great job.

**USNS JOHN McDONNELL** (Horizon Lines), Sept. 30—Chairman **Casey B. Coddington**, Secretary **Richard A. Riley**, Educational Director **John S.**

**Penrose**. Educational director encouraged crew to upgrade their seafaring skills at Piney Point school and at no cost to them, especially small arms training needed aboard MSC ships. No beefs; disputed OT reported in steward department. Seafarers were asked to close watertight doors for fire integrity. Discussion held regarding holiday pay. Next port: Singapore.

**ADVANTAGE** (Sealift), Oct. 8—Chairman **Terry Goodwin**, Secretary **Jeanette Bosworth**, Engine Delegate **David L. Claypool**, Steward Delegate **Gerardo Frederick**. Chairman requested clarification on recent SMU vote and thanked steward department for great barbecues. Educational director talked about educational opportunities available at union-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Communications received from headquarters regarding hurricane relief fund. Crew requested information about new SIU contract for this vessel. They also expressed concern over not having enough medication for 120-day voyage. Next port: Houston.

**AMERICAN SPIRIT** (American Steamship Company), Oct. 18—Chairman **Rudolph W. Tahtinen Jr.**, Secretary **David S. Greig**, Educational Director **Don L. Barnett**, Steward Delegate **MacGregor J. Davis**. Chairman discussed consolidation of Duluth, Minn. hall. Educational director urged Seafarers to attend classes at Paul Hall Center. Beef reported in all departments. Next ports: Zug Island, Mich. and Two Harbors, Minn.

**COURAGE** (Interocean American Shipping), Oct. 9—Chairman **Michael S. Phy**, Secretary **Robert E. Wilcox**, Educational Director **Owen A. Gallager**, Deck Delegate **Edgardo Martinez**, Engine Delegate **Alfred Norris Jr.**, Steward Delegate **Michael A. Harris**. Chairman announced Oct. 18 payoff in Baltimore and asked crew members for cooperation in sorting garbage. Secretary thanked crew for helping keep common areas clean. Educational director urged members to take advantage of upgrading facilities and training available at Paul Hall Center. He also reminded them to check expi-

ration dates on all MMDs. No beefs; disputed OT reported in all three departments. Suggestion made to reduce age and seetime required for pension benefits. Crew asked for new ice maker. Request also made for at least one transformer for each cabin. Vote of thanks given to steward department for excellent food and service.

**HORIZON CONSUMER** (Horizon Lines), Oct. 9—Chairman **Lawrence L. Kunc**, Secretary **Terry L. Allen**, Educational Director **Thomas M. Flynn**, Deck Delegate **James D. Rader**. Chairman asked Seafarers to have all documents ready upon arrival Oct. 12 in Oakland, Calif. for payoff. Secretary thanked crew for safe trip. He noted vessel is scheduled to go to shipyard in early February and that captain has given him long-range schedule. Copies are available upon request. Educational director advised members to upgrade at Piney Point school and keep documents current. No beefs or disputed OT reported. Suggestions made pertaining to pension benefits. Vote of thanks given to steward department.

**HORIZON ENTERPRISE** (Horizon Lines), Oct. 23—Chairman **Roger J. Reinke**, Secretary **Michael J. Gramer**, Educational Director **Michael J. Wells**, Deck Delegate **Julius C. Udan**, Engine Delegate **Prentiss R. Smith**, Steward Delegate **Erni P. Lizada**. Chairman announced Oct. 29 payoff in Tacoma, Wash. He advised crew to read 10 tips for renewing MMDs published in September issue of *Seafarers LOG*. Secretary informed crew of sanitary inspection Oct. 26 and asked that everyone leave room clean and supplied with fresh linen for next person. Educational director reminded mariners to check expiration dates on all documents as they may expire at different times during the year. Start renewal process at least six months before expiration. He stated that upgrading at Paul Hall Center would not only increase pay, it also would open new doors to employment. No beefs or disputed OT reported. Recommendations made to raise vacation pay, change language regarding monetary draws and amend shipping rules. Crew requested larger soup and dessert spoons. Vote of thanks given to steward department for wonderful barbecue. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam; Hong Kong; Taiwan.

**HORIZON PACIFIC** (Horizon Lines), Oct. 16—Chairman **Michael G. Watson**, Secretary **Robert P. Mosley**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Augustus C. Udan**, Engine Delegate **Mariano C. Ylaya**, Steward Delegate **Sam Y. Kassem**. Bosun discussed importance of donating to SPAD and explained how it benefits members and maritime industry. He reminded crew to check in with port agent as well as customs and immigration. Departing Seafarers were asked to leave clean towels and sheets for relief person. No beefs or disputed OT reported. Secretary urged everyone to upgrade skills at union-affiliated school in Piney Point, Md. Treasurer stated \$220 in ship's fund and \$1,020 in cook-out fund. No beefs or disputed OT reported. Captain congratulated Seafarers for good job on sanitary inspection. Crew commended steward department for great food and cook-outs. Mariners were asked to

keep noise down while watchstanders are resting. Next ports: Tacoma, Wash; Oakland, Calif.; Hawaii; Guam; Hong Kong; Taiwan.

**HORIZON TACOMA** (Horizon Lines), Oct. 23—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Shawn L. Clark**, Steward Delegate **Jioia J. DeLeon**. Chairman stated Oct. 25 payoff and union meeting to take place upon arrival in Tacoma, Wash. He encouraged crew members to keep dues paid up and support SPAD. No beefs or disputed OT reported. Deck and steward

Act and the union's efforts to defeat them. He updated everyone on dry tow preparations and its effect on crew rotations. Educational director instructed mariners to upgrade and take full advantage of facilities available at Piney Point school. No beefs or disputed OT reported. Some issues in all departments still to be resolved with boarding patrolman. Steward delegate would like dishwasher relocated outside galley to alleviate high noise level and steam in food prep area. Recommendation made regarding reducing time required to file for vacation benefits. Vote of thanks given

## Aboard the Integrity



The Seafarers-crewed RO/RO *Integrity* is one of the new additions to the U.S. Maritime Security Program fleet. Pictured aboard the vessel are QMED Mike McQueary (left) and Chief Steward Stephen Bird. The American Roll-On/Roll-Off Carrier ship sails between U.S. East Coast ports and overseas locations sometimes including Antwerp, Bremerhaven and Southampton.



departments were thanked for maintaining ship cleanliness. Next port: Tacoma, Wash.

**OCEAN TITAN** (Pacific Gulf Marine), Oct. 13—Chairman **Shawn Williams**, Secretary **Norman S. Bush**, Educational Director **Stanley D. Castro**, Deck Delegate **David B. House**, Steward Delegate **Ida J. Batain**. Chairman noted manning needs and requested water fountains be installed around ship. Educational director advised Seafarers to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew members would like an ice machine and better e-mail system as well as new movies, DVDs, books and exercise equipment.

**SBX-1** (Interocean American Shipping), Oct. 12—Chairman **William E. Bragg**, Secretary **Greg Anderson**, Educational Director **Kirk M. Benton**, Deck Delegate **William L. Bushy**, Engine Delegate **Jason Powell**, Steward Delegate **Brandy M. Parmer**. Chairman announced Oct. 28 payoff in Corpus Christi, Texas. He informed crew of movement by farm interests to infringe on Jones

to steward department for tireless efforts to provide and maintain level of quality that SIU can be proud of.

**OVERSEAS WASHINGTON** (Alaska Tanker Company), Nov. 4—Chairman **Timothy D. Koebel**, Secretary **Donnell Lewis**, Educational Director **Kevin E. Hall**, Deck Delegate **Douglas R. Gantenbein**, Engine Delegate **Jason L. Flesner**. This is final meeting on *Overseas Washington*, according to ship's chairman. Ship will anchor in Singapore Nov. 8 and be turned over to foreign crew on the 10<sup>th</sup>. This is the last of the San Clemente tankers built and the last to go out of service. Bosun Koebel noted that although our tanker future looks good at this time, it is still a sad day to see this chapter of seafaring history come to a close. "A lot of good men toiled on these decks." Bosun reminded everyone to make sure they receive a supplemental vacation day form when signing off. No beefs or disputed OT reported. Suggestion made to reinstitute penalty meal hours. Recommendation also made for items for next contract.

## The Last of the San Clemente Tankers



Enjoying the final barbecue Nov. 6 aboard the *Overseas Washington* in the South China Sea are "senior citizens" (from the left) Pumpman/Electrician Kevin and Bosun Tim Koebel, who have a combined 14 years aboard the ship.

# Letters to the Editor

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

## Changing of the Flag

I am a recertified steward currently aboard the *MV Courage* (formerly the *MV Aida*). This vessel was a Swedish-flagged car carrier. A U.S. crew consisting of AMO officers and SIU members took the ship under the U.S. flag on Sept. 15, 2005.

I just wanted to relate some interesting things to the LOG. We boarded the vessel in Charleston, S.C. on Sept. 15. It was quite an experience to change flags with an entirely new crew. All crew and officers were polite and respectful of the departing Swedish officers and Filipino crew.

All sorts of challenges were immediately present. In the steward department, we had to deal with galley equipment that we were not used to, such as oven temperatures in centigrade instead of Fahrenheit. We also were immediately expected to participate in Coast Guard drills and inspections as well as ABS inspections and interviews to see if we knew our station bills.

I am happy to report that the crew passed USCG inspection and ABS certification without one

problem. It is a testament to the training and seamanship that we have received from the SIU—just another case of the best trained and qualified seamen in the world.

**Robert Wilcox, Steward  
MV Courage**

## Protecting the U.S. Flag

Since I am neither an academic nor an economist, I will defer to others the discussion of the economic viability of operating and maintaining a strong American Merchant Marine fleet. As a retired merchant marine officer, however, I feel very passionate about the continued support of America's "Fourth Arm of Defense" and its role in transporting key materiel to our troops in Iraq and Afghanistan.

During the first Gulf War, while the U.S. was struggling to break out old ships from the reserve fleets in Virginia and California, the Department of Defense was contracting with foreign countries for specific type vessels and manned by foreign seamen. Some of these ships and their crews refused to sail in harm's way due to political considerations. This was and remains entirely unacceptable.

The U.S. government, the American seafaring unions and the shipping companies realize that it is in the best interest of all to maintain an American-flag fleet, however strong. The United States Coast Guard does an excellent job of regulating and licens-

ing U.S. seamen, insisting on background checks and proper training. Flag-of-convenience countries, havens for companies looking to minimize safety and security and to maximize profits, in some cases employ ill-trained personnel who are not seafarers.

On another note, numbers can be deceiving. One hundred and fifty merchant ships denies the existence of thousands of vessels, seagoing tugs and barges that carry anywhere from 100,000 to 300,000 and 400,000 barrels of petroleum products per trip, container barges and tugs, dredges, coastal passenger ships, and a host of brown-water boats of all types, that are protected by the Jones Act. I can think of no more of a comforting thought than to see the American flag flying on a vessel docked at a U.S. port.

In his National Maritime Day proclamation this year, President Bush noted, "America's merchant mariners make our nation more secure and our economy stronger...merchant mariners have served in every conflict in our nation's history." Ninety-five percent of the soldiers' supplies move by sea, and we need a strong U.S. Merchant Marine to accomplish the task.

We have the base to man and maintain a strong U.S. fleet. Seven maritime academies, an excellent unlicensed seamen's school at Piney Point, Md. and other localized training programs operated by various companies all contribute to the highly trained labor force needed to man our ships. If there's a problem, it is that the merchant marine is invisible. It has scant public relations apparatus and no mass grassroots

support. Education is the key word here.

**Harry T. Scholer, 2<sup>nd</sup> Mate  
USMM, retired**

(Harry T. Scholer is a retired SIU and AMO member who feels very

strongly about the U.S. Merchant Marine. This past summer, he revisited the Paul Hall Center, where he still feels at home, having upgraded there in the 1980s and '90s.)

## Pensioner Liberatore Designs Commemorative Medallion

"I will hold no branch in higher esteem than the Merchant Marine Service." — Gen. Douglas MacArthur

With that statement in mind, pensioner **Frank Liberatore** of Winter Park, Fla., himself a U.S. merchant mariner during the war, decided to design, produce and copyright a commemorative medallion in tribute to all mariners—past and present—but especially those who sacrificed everything in defense of our country and its freedom.

The antique-bronze finished, hand-buffed medallions, double-struck in 10-gauge material, were first authorized and copyrighted by Liberatore in 2004. One side is imprinted with "U.S. Navy Armed Guard" and an insignia; the other side has information pertaining to the American Merchant Marine (see photo below). At almost 2 inches in diameter, Liberatore has a limited number of them for sale on

a first-come, first served basis. Each coin is enclosed in a clear plastic capsule and can be shipped to the customer for \$15 each (plus \$2 postage and handling). They may be ordered from: Frank Liberatore, 7133 Timber Dr., Winter Park, FL 32792; telephone (407) 678-2190. Checks should be made payable to Frank Liberatore.

Born in Brooklyn, N.Y., Liberatore joined the U.S. Merchant Marine in 1943 and sailed on a variety of vessels in the Atlantic, Mediterranean, Middle East and Pacific War Zones. He also sailed during the Vietnam War. The former NMU member retired in 1988 after 45 years at sea and has a number of U.S. and foreign medals and awards to show for his honorable service to his country.

He also is a member of the East Central Florida Chapter of the U.S. Merchant Marine Veterans of World War II.



# 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.

**MEMBER RIGHTS/LMRDA.** The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

### Union Member Rights

**Bill of Rights:** Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

**Copies of Collective Bargaining Agreements:** Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

**Reports:** Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

**Officer Elections:** Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

**Officer Removal:** Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

**Trusteeships:** Unions may only be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

**Prohibition Against Violence:** No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

### Union Officer Responsibilities

**Financial Safeguards:** Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

**Bonding:** Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

**Labor Organization Reports:** Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

**Officer Reports:** Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

**Officer Elections:** Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

**Restrictions on Holding Office:** A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

**Loans:** A union may not have outstanding loans to any one officer or employee

that in total exceed \$2,000 at any time.

**Fines:** A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at [www.dol.gov](http://www.dol.gov).)

**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. through the beginning of next year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 23 March 6	February 17 March 31
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 17	April 21
Lifeboatman/Water Survival	January 9 February 20	January 20 March 3
Radar	April 3	April 14
Specially Trained Ordinary Seaman (STOS)	December 5	December 16

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning November 28, 2005.

## Recertification

Bosun	April 10	May 8
Steward	February 6	March 6

## Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	January 30	March 24
Junior Engineer	April 3	June 23
Marine Electrician	January 16	March 10
Marine Refrigeration	January 30	March 10
Welding	January 23 February 20	February 10 March 10

## Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training - AB	December 5 February 27 March 13	December 9 March 3 March 17
Basic Safety Training - FOWT	March 27	March 31
Fast Rescue Boat	March 20	March 24
Government Vessels	February 20 April 3	February 24 April 7
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 6	February 17
Tankerman (PIC) Barge* (*must have basic fire fighting)	February 13	February 17

## Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED Junior Engineer, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

## UPGRADING APPLICATION

Name \_\_\_\_\_  
Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

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

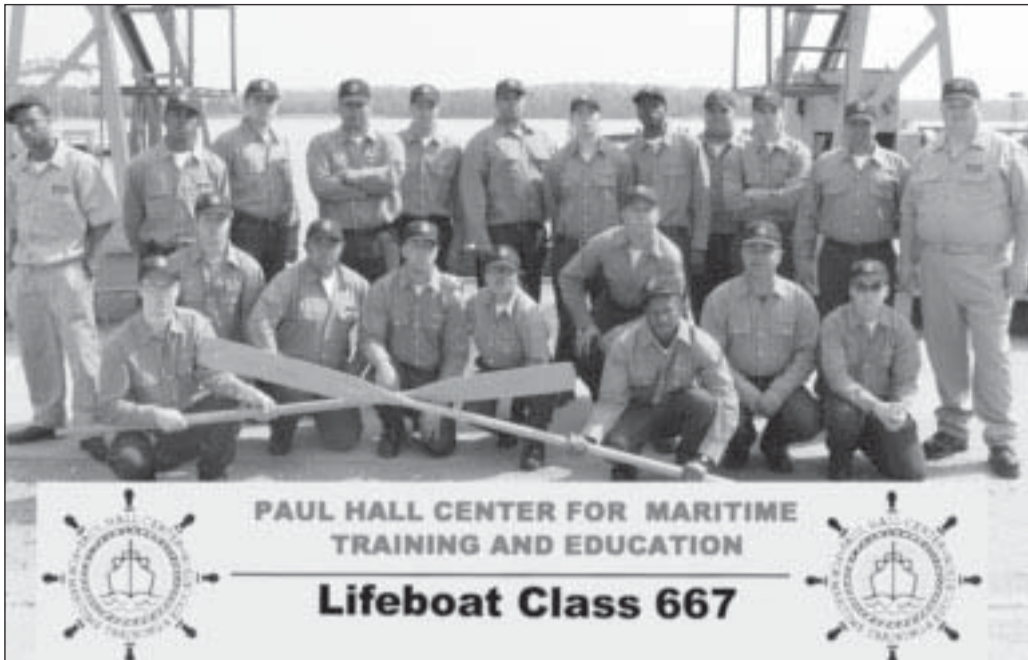
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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

12/05





# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 667** — Graduating from the water survival class are unlicensed apprentices from class 667. They are (in alphabetical order) Alexander Banky IV, Gustavo Brown, Patrick Devlin, Jeremy Finley, Brian Finney, Isaac Garrido, Matthew Green, Vadym Gutara, Martin Hamilton, Cornell Harris, James Jones, Timothy Kauble, Lorenzo Kenon, Victor Malave Jr., Agustin Manzo-Sandoval, Francis Miller, Raul Morales Vargas, Dorthea Roxas, Manuel Tan, Ryan Tompkins and Jesse Tornabene.



**Celestial Navigation**— With instructor Stacey Harris (left) are upgrading students who completed the celestial navigation course Aug. 12. They are (in alphabetical order) Johnie Chavis, Ronel Guerzon and Paul Voisin.



**Bridge Resource Management** — Graduating from this course Aug. 5 are MTLX boatmen (in no specific order) Peter Funk, John Lavergne, Robert Albe, Bradley Burkart, Wes Bertrano, William Davis, Henry Costner, George Sadler, Christopher Stringer and Igor Loch Jr.



**Able Seaman** — Receiving certificates for completion of the AB class ending Aug. 5 are (in no specific order) Bryan Benak, Robert Lerma, Leslie Hewett Jr., Kent Harper, Donaldo Valencia, Benjamin Anderson, William Born, Michael Price, Ben Medrano, Gregory Ralston, Sean Mitchell, Christopher Dickens, Zsuzsanna Balla, David Elles, Ronald Williams Jr., Ethan Mims and Jeffery Martin. Their instructor, Bernabe Pelingon, is at far right.



**HAZWOPER** — Upgrading Seafarers working aboard MTL vessels who completed the HAZWOPER course Aug. 15 are (in alphabetical order) Rodney Aucoin, Kenneth Graybill IV, Tom Lenfestey, Ronnie Poole, John Quagliano Jr., Sherman Sakatani, Lawrence Soulier and Leo Venegas. Their instructor, Jim Shaffer, is at far right.



**Advanced Fire Fighting** — Graduates of the advanced fire fighting course that ended July 29 are (in alphabetical order) Julio Alvarez, Armando Bermudez, Rafael Clemente, Robert Guilmette, Patricia Hausner, Antoine Jennings, Alexander Kepchar, Larry Morisette, Willie Myrick and DeGutenberg Poitevien.

## Computer Lab Classes



Larry Morisette (standing), Philip Forman (left) and Danilo Achacoso have been quite busy in the computer lab, as is evidenced by their various certificates of achievement received July 15. At right is their instructor, Rick Prucha.



Radford Rainey (seated) receives a certificate of achievement in Excel for Windows from instructor Rick Prucha.



**Medical Care Provider** — Completing the medical care provider course Aug. 15 are (in no specific order) Larry Morisette, Darryl Alexander, Ovidio Santos, Andrew Brzezinski, Alexander Kepchar, DeGutenberg Poitevien, Patricia Hausner, Rafael Clemente and Antoine Jennings. Their instructor, Mark Cates, is standing at far right.



# Paul Hall Center Classes



**Tanker Familiarization/Assistant Cargo (DL)** — Under the instruction of Jim Shaffer (far left) are graduates of the tanker assistant class ending Aug. 12. They are (in no specific order) Mark Strong, Julio Alvarez, Gerard Hayes, Anthony Lieto, Michael Allain, René Rosario, Willie Myrick, Joseph Huff, Philip Forman, Sylvan Harris, Harvey Carvajal, Velicia Williams and Armando Bermudez.



**FOWT** — Graduating from this course Aug. 5 are (in no specific order) Kyle Pillsworth, Sigfrid Mayer, Terry Chance, Cody Stasch, Jerome Torrence, Damian Wall, Zedrick Alcantara, Clark Howard, Antoine Rainey, Lon Maduro, Charles Johnson, Rolin Crump, De'Shanna Sherrod, Ramli Sulaiman, Reynaldo Lacayo, Jervona Vorise, Robert Oliveto Jr., Brian Goodman, Fredrick Hall and Joseph Waller Jr. Their instructor, Eric Malzkuhn, is second from left.



**Water Safety** — NCL, July 22: Guadalupe Cadena, Felix Corpuz, Andrew Cruz, Jesse Lewis, Cassandra Raffo, Federico Ocampo Jr, Patricia Rodgers, Oliver Vazquez III, Josh Johnson, Clay Johnston, Renee Noschka, Dawniell Willingham, Sarah Weber, Kathryn Weber, Cerrisca Reese, Amber Lakes, Delekia Washington, Javier Torres, Renee Smith and Larina Oecchio.



**Fast Rescue Boat** — Aug. 6 was graduation day for those in the fast rescue boat course. They are (in no specific order) Ronnie Jackson, Kevin Schroder, William Rose, Joseph Walker, Dominic Bailey, Travis Jackson and William Dunney. Their instructor, Stan Beck, is standing aft. (Note: not all are pictured).

## Basic Safety Training Classes



**STCW** — Aug. 12: NCL employees Andrew Damon, Amanda Ardavany, Antolin Avorque, Kevin Bartscht, Margaret Bencivenga, Alicia Blackett, Clint Blankenship, Ruby Borja, Stanley Bowen, Jesse Boyd, Melinda Breaux, Randall Butterfield, Gary Campbell, Eloy Contreras-Flores and SIU members Aley Beckford, Simar Beckford, Robert Martin, Michael Murner, Jeff Obney, Jesse Turner and Gregory Wathel.



**STCW** — NCL, July 22: Roland Aflague, Floyd Aguilar, Brian Allen, Matthew Alton, Adam Alvarez, Gerald Anderson, Bracey Barrett, Swayne Bellini, Lamont Bey, Jeanette Blackshear, Candace Brown, Michael Brown, Cornelius Buckley, Mark Bumanglag, Wilbert Carthen, Jeonard Castilan, Cassandra Castleberry, Roger Chrappa, Angelina Constancio, Angie Davis, Milagros De Leon and David Echevarria.



**STCW** — NCL, Aug. 12: Bertha Credit, Bryan Danko, Amanda DeLoach, Rose Dresback, Rico Ecalnir Jr., Juan Esquivel, Roberline Fluces, Shawn Forno, Ronald Garcia, David Gilland, Richardo Gonzales, Brian Gonzalez, Scott Gridley, Albert Guazon, Charles Hangge, Jacqueline Healy, Matt Heikkinen, Andre Herald and Peter Hoefler.



**STCW** — NCL, July 22: Alvin Ellis, Eric Estrada, Dwain Ferguson Jr., Benjamin Garcia, Mary Garrett, Paul Gernhauser, Danielle Gregory, Joey Guzman, Seth Hamilton, Hannah Henning, Sun Hwang, Jamiea Jackson, Joseph Jackson, Isaac Johnson, Jo Ann Kitagaki, William Kuehn, Clint Kuykendall, Salvador Lascano, Natasha Leybe and Nina Gibson.



**STCW** — NCL, July 22: Robert Lonno, Alicia Lopez, Adrian Lucio, Casandra Luke, James MacLean, Cody Manuel, Matthew Mashall, Cory Mattson, Mick McCarthy, Michael McDermott, Jess Jerry Meno, Russel Meyke, Jamar Montgomery, Doris Moore, Andrew Mulhern, Edward Nauta, Joe O'Neill, Roberto Ocegüera, Neri Hanalei Ogo, Cheryl Patnode and Cecilio Perryman.

**STCW** — NCL, July 22: Crystal Perryman, Christopher Placid, Michael Riff, Adrian Rincon Jr., Edwin Roa, Luis Rochez, Loretta Rollins, Jonathan Schmidt, Benjamin Schwartz, Daniel Sharp, Daniel Sholder, Aaron Smith, Wilson Solano, Joseph Stewart, Djoko Susilo, Elaine Sykes, Meghan Taillie, Richard Valentino, Tessie Ventura, Manuel Williams, Patricia Woodley, Sarah Yardley and William Williamson.





**Summary Annual Reports**

SIU Plans — pages 6, 8 and 14

NMU Plans — page 11

# Seafarers Still Pitching in With Relief Efforts

## Coast Guard Opens Temporary RECs in Memphis, Morgan City

*Editor's note: The Seafarers LOG thanks SIU member Wardell Paze and retiree Arthur Machado for providing the photos accompanying this story. The pictures were taken from late September to late October throughout the New Orleans area in an effort to provide a slightly different view of not only the destruction left by Hurricane Katrina but also some of the earliest stages of recovery.*

As the long process of rebuilding in the Gulf after Hurricane Katrina continues, SIU-crewed ships continue serving in the relief efforts.

In mid-November, Seafarers were sailing aboard at least six vessels involved in hurricane relief in the New Orleans area: the *Empire State*, *Wright*, *Cape Vincent*, *Sirius*, *State of Maine* and *American Queen*. The *Sirius* and *State of Maine* normally are used as training vessels but were called into service after Katrina struck the U.S. Gulf Coast in late August. Another training ship, the *Texas Clipper*, previously had been utilized with an SIU crew.

Officials at the SIU hall in Harvey, La. (just outside New Orleans) reported that the hall has been fully operational for some time but still needs cosmetic and other fairly light repairs.

Meanwhile, the Coast Guard



has opened temporary offices in Morgan City, La., and Memphis, Tenn. to provide services to mariners affected by the closure of the regional examination center in New Orleans. The Morgan City office accepts completed applications and offers fingerprinting services, identity verification, and administration of oaths for mariners.

The Coast Guard's temporary full-service REC in Memphis is staffed by employees from the REC in New Orleans that flooded after Katrina.

The agency has waived user fees for duplicate credentials to replace those lost as a result of the hurricane. The waiver only applies to mariners whose homes of record are in Louisiana, Mississippi or Alabama and who apply for a duplicate credential before Feb. 28, 2006. The duplicate document will show the same qualifications and bear the same expiration date as the original credential.

All other regulatory requirements for issuance of a duplicate credential remain in effect, according to the Coast Guard. Mariners meeting the criteria who have already paid the user

fee for a duplicate credential may apply to the issuing REC for a refund.

The Morgan City office is located at 800 David Dr., Morgan City, La., 70380. It is



open Tuesday to Thursday from 8 a.m. to 5 p.m. Applicants may

reach the office by phone at (985) 380-5310.

The Memphis office is located at 200 Jefferson Ave., Suite 1301, Memphis, Tenn., 38103 and may be contacted by phone at (901) 544-3941 (select "1" for New Orleans REC). The office is open weekdays from 8 a.m. to 4 p.m. and closed from noon to 1 p.m. (2 p.m. on Wednesday). The office will also be closed on the last Wednesday of each month.



Retired Seafarer Arthur Machado helps unload relief supplies at the SIU hall in Harvey, La.



### Additional Thanks – More SDRF Contributors

The November issue of the *Seafarers LOG* included a list of individuals who had contributed to the Seafarers Disaster Relief Fund (SDRF). Since that list was compiled, additional contributions were received from people whose names are listed below.

Kasim Ahmed  
 John Alicea  
 Robyn Anderson

Kent Arnold  
 Julian Avila  
 E. Mauricio Brice  
 Danny Brown  
 James Buckowski  
 Ernest Cannon  
 O. Celestial  
 Lisa Clark  
 Juan Colon  
 Michael Congress  
 Leonardo Cortez  
 John Crawford  
 Jerome Culbreth  
 Gerard Dhooge  
 Joseph Egan  
 A. Esteban

John Foster  
 A. Glebov  
 Andrew Greenwood  
 Dorothea Hoffman-Barr  
 Kathleen Hunt  
 Hussein Jinah  
 Fareed Khan  
 Edward Krebs  
 V. Labrilla  
 T. Lane  
 Breon Lucas  
 C. Lynch  
 Arthur Machado  
 Juan Gomez  
 Donna Massucco

Francisco Munoz  
 James Murphy  
 Sadeq Nasser  
 Rafood Nixon  
 R. Ong  
 Selcuk Ozdencanli  
 R. Quioto  
 David Rivera  
 Michael Russo  
 Jamal Sailan  
 Fahd Saleh  
 Russell Shaw  
 Benjamin Stanley  
 John Wessels  
 Price Willoughby