



The

www.seafarers.org

Volume 66, Number 9

September 2004

SEAFARERS LOG

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

SIU Gains New Jobs

Seafarers to Crew Up 'SBX' Platform

Page 3



Union, School Team Up for Effective Security Training

As the entire U.S. maritime industry places unprecedented emphasis on vessel and port security, both the SIU and its affiliated Paul Hall Center for Maritime Training and Education strongly have tackled their respective roles in helping promote safety aboard ship as well as in port. At left, Bosun's Mate Tony Sivola assists Electrician Frank Coburn with safety gear during a shipboard and pier-side drill last month in Baltimore. Pages 12-13.



Pomeroy photos by Capt. Michael F. Finnigan

Seafarers Continue Answering Call For Operation Iraqi Freedom Sealift

Through the various stages of Operation Iraqi Freedom's sealift mission, SIU members consistently have answered the call as part of America's fourth arm of defense. Among the Seafarers-crewed vessels sailing in support of U.S. troops is the *USNS Pomeroy*. Pictured at left aboard the LMSR (left to right) are AB Adrian Jones, 3rd Mate and SIU hawsepiper Robert Swinburne and AB Kwesi Adu-Gyamfi. Above, the *Pomeroy* (foreground) passes near the Seafarers-crewed *USNS Dahl*. At right, U.S. troops are stationed aboard the *Pomeroy*. Page 3.



U.S. Coalition Urges Jones Act Protection

Page 2

Tax Bill Contains Maritime Provisions

Page 5

SIU Family Photos

Page 11

Delta Queen Steamboats Offer Modern Convenience, Historic Atmosphere — Page 24



President's Report

Remembering September 11 And Our Commitment

Three years ago this month, our lives changed forever when terrorists attacked the United States on our own soil.

Thousands of our fellow Americans—many of them also brother and sister trade unionists—were killed in the attacks in New York, Washington and Pennsylvania.

Our economy suffered, and our confidence momentarily took a blow, too.

Three years later, it's hard to name any part of society that hasn't been affected by September 11. Our emotions remain strong. Heightened security is a constant reminder. Our view of the world changed on September 11, as did the way we conduct our business.

Throughout this entire time, the U.S. Merchant Marine—including thousands of SIU members—has answered the nation's call. We responded immediately in New York when the attacks took place—our members helped transport tens of thousands of people to safety. And we've been supporting Operation Enduring Freedom, Operation Iraqi Freedom and our armed forces ever since, from Afghanistan to Iraq to wherever they are deployed.

As the sealift mission for Operation Iraqi Freedom continues, I'm proud to say that Seafarers still play a vital role in this important task.

And our commitment won't end there. Since our founding in 1938, the SIU has proudly served as part of America's fourth arm of defense. You name the conflict, and we were there, supporting our troops. World War II, Korea, Vietnam, the Persian Gulf War, Operation Iraqi Freedom, and countless other military and humanitarian missions. The SIU was there. The SIU delivered.

Today, I know that Seafarers remain proud of and serious about our role in protecting United States national and economic security. When I think back to the first few weeks after September 11, I remember Seafarers practically sprinting to our union halls because they were so eager to ship out and help defend America. Their determination was unmistakable.

That same patriotism and eagerness is just as strong now.

Of course, the U.S. Merchant Marine is best equipped to do its job as the fourth arm of defense when we have strong pro-maritime policies in place. Laws such as the Jones Act, and programs like cargo preference, the Maritime Security Program and its related Voluntary Intermodal Sealift Agreement are vital to the entire industry. They help maintain a pool of well-trained, reliable, U.S. citizen mariners. They help keep the U.S. flag flying on the high seas. They give our government access to the extremely useful infrastructures of participating companies. In short, they make America stronger—and in an extremely cost-effective manner.

The anniversary of September 11 is bound to stir up lots of emotions. It's a day for remembering the victims and their families. It's a period to honestly look at what we as a nation have done and must do to prevent another attack.

In our union, I know it's also a time when Seafarers quietly will reaffirm their commitment to serving as part of the fourth arm of defense. That's who we are. That's what we do.

May God continue to bless the United States of America.

Volume 66, Number 9

September 2004

The SIU on line: www.seafarers.org

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



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

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

Senators, Congressmen, Task Force Urge Protection of Cabotage Laws

Several congressmen and member organizations of the Maritime Cabotage Task Force (MCTF) recently voiced their intense concerns about the potential impact that a proposed USA/Panama free trade agreement (FTA) would have on the American maritime industry.

Senators Trent Lott (R-Miss.) and John Breaux (D-La.) on July 7 wrote to President Bush requesting assurance "that the Administration will not compromise the continued ability of the United States to maintain and promote a U.S.-flag, U.S.-crewed, U.S.-built fleet for national defense and economic security purposes."

The MCTF, in a July 22 letter from Chairman Philip Grill to U.S. Trade Representative Robert Zoellick, also articulated its resistance to attempts by the Panamanian government to change long-standing U.S. maritime cabotage laws in an FTA or by other means. After noting that maritime cabotage laws, such as the Jones Act, are the cornerstone of U.S. maritime policy, providing significant economic and national security benefits to the nation, the correspondence said in part:

"Panama, with the world's largest flag-of-convenience fleet, has repeatedly sought to gut U.S. cabotage laws through international trade negotiations in order to gain access to our domestic commerce. The U.S. trade representative has repeatedly and rightly rejected Panama's efforts. Yet Panama is again seeking to weaken our maritime cabotage laws through the U.S.-Panama Free Trade Agreement negotiations. In addition, the Panamanian government made an unprecedented request to administratively amend U.S. passenger cabotage laws by re-designating its port classification from 'nearby' to 'distant.' Such a change would overturn decades of precedent, would provide no benefits to the U.S. and would create an enormous loophole in U.S. passenger cabotage laws, enabling foreign cruise lines to carry passengers between two U.S. ports simply by calling on Panama."

Continuing, the letter said: "The fact is Panama already benefits more from the open access accorded foreign vessels to U.S. ports than does any other single foreign nation. Panama already stands as the largest ship registry in the world—far ahead of any

other nation in number of vessels and tonnage. Foreign vessel operators who fly the Panamanian flag enjoy enormous advantages when importing goods into and exporting goods from the U.S. Panamanian vessels operate in a world of essentially no income taxes, third world wages and other exemptions from laws that U.S. operators must live by. Yet Panama continues to believe that it should not be subject to our laws.

"...The domestic U.S. maritime industry plays a vital role in the nation's economic security and national defense... It is clear that Panama's objective is to undermine U.S. maritime cabotage laws, the foundation of America's maritime policy, whether through trade negotiations or other means, which is why this is a matter of such extraordinary concern. We strongly urge you to reject Panama's current and ongoing efforts," the correspondence concluded.

Meanwhile, House Armed Services Committee Chairman Duncan Hunter (R-Calif.) and ranking member Ike Skelton (D-Mo.) similarly expressed to Zoellick their concern that inclusion of maritime matters in a Panama FTA would not promote U.S. national interests. The congressmen noted that Panama's request to be re-designated as a "distant foreign port" for purposes of the PVSA "would undercut our domestic maritime industry, which contributes significantly to our military defense by ensuring that the nation has an adequate pool of qualified seafarers to meet our military sealift requirements, among other things."

Under the PVSA, foreign vessels are prohibited from transporting passengers between ports or other places in the United States "either directly or by way of a foreign port." In implementing this law, the U.S. government has allowed foreign vessels some latitude if they are traveling from a "distant foreign port," according to the Maritime Trades Department, AFL-CIO. In those cases, passengers can be dropped off in a different U.S. port as long as the foreign vessel stops at an intervening foreign port. But this is not allowed for voyages whose itineraries include stops at "nearby foreign ports," which are defined by

Continued on page 9

9/11 Report Identifies Need to Invest in Maritime

One of the findings in the 9/11 Commission Report, issued July 22, 2004, is that "major vulnerabilities still exist in cargo and general aviation security."

The non-partisan 9/11 Commission was established by Congress and President George W. Bush to investigate "facts and circumstances relating to the terrorist attacks of September 11, 2001." The final report made dozens of recommendations for changing U.S. policy and overhauling the management structure of federal agencies, especially within the intelligence community. But it also made a number of recommendations related to border and transportation security, particularly the need to invest more in maritime, surface transportation, air cargo, general aviation and rail security.

The 567-page report notes that most of the federal response has focused on air passenger transportation, while leaving cargo security as a serious concern. "Opportunities to do harm are as great, or greater, in maritime or surface transportation," it states. "Initiatives to secure shipping containers have just begun."

A specific recommendation set forth in the report is for the U.S. government to identify and evaluate the transportation assets that need to be protected and then select the most practical and cost-

effective ways of doing so. It notes that while investments should be made for improvements in technologies (such as scanning), widespread use of these new technologies is still years away.

With the United States as the primary target of terrorist activities, a number of actions were taken immediately after the attacks on the World Trade Center and the Pentagon. The U.S. Coast Guard established security zones in various major U.S. ports and has continued to mandate a variety of maritime security enhancements.

Congress also got involved and enacted several security measures. The major legislation relating to the maritime industry is the Maritime Transportation Security Act of 2002. This Act, which created the Transportation Security Administration (TSA), now part of the Homeland Security Department, contains a number of provisions authorizing the Coast Guard and other agencies to establish maritime security standards and mandate certain security enhancements to be undertaken by the maritime industry.

New security measures adopted by the United Nations in December 2002 to protect international shipping from the threat of terrorism went into effect July 1. As of last month, both ships

and port facilities were approaching complete compliance (nearly 90 percent) with the new code, which requires all ships to be security-certified by the United Nations' International Maritime Organization (IMO) before they are free to trade.

When the Senate Commerce Committee met last month, following its summer recess, most of the testimony and discussion focused on aviation security issues. Thomas Kean, chairman of the 9/11 Commission, discussed maritime security near the end of his testimony. He acknowledged the Maritime Transportation Security Act and U.S. ports' implementation of "some physical security measures to prevent terrorists from gaining easy access to ships, facilities or cargo," but noted that, despite recent efforts, the majority of containers are not inspected, and "documentation requirements are easy to circumvent." He also said, "The Commission believes that the Department of Homeland Security must continue to focus efforts on identifying, tracking and screening suspect containers," but that maritime security will probably continue to see less of the funding many feel is needed to secure ports and cargo.

The maritime sector is expected to get more attention during a hearing by the House Transportation and Infrastructure Committee's Coast Guard and Transportation Subcommittee. It was scheduled to meet Aug. 25, just before the *LOG* went to press.

SIU Gains More New Jobs

SBX Is Latest Platform for Seafarers as Fourth Arm of Defense

There's nothing vague about the dozens of new jobs available to Seafarers on the union's newest contracted vessel.

At least, there's nothing murky about the jobs themselves.

The vessel is another matter, solely because of national security. For now, relatively few details are available about the Seafarers-crewed semi-submersible craft which is part of a U.S. operation called ground-based midcourse defense (GMD). The U.S. Missile Defense Agency is in charge of GMD—which, despite its title, includes a sea-based component.

"This is another example of Seafarers serving as part of our nation's fourth arm of defense," said SIU Vice President Contracts Augie Tellez. "The SIU has delivered wide and diverse service to our country, including performing very well on other ships of this nature. The fact that we're crewing up another one shows confidence in the membership's professionalism and expertise."

While the government has been understandably cautious in releasing details about the waterborne craft, a few basics are known. The ship essentially is a mobile platform for an advanced radar system. It is 400 feet long and 237 feet wide, self-propelled and features a twin-hull design.

For now, it is being called the SBX—an abbreviation for sea-based X-Band radar. The SBX will be forward-deployed in the Pacific Rim.

SIU-contracted Interocean

Ugland Management is operating the SBX. Seafarers late last month were on site with the vessel in Texas and were scheduled to fully crew it soon.

GMD contractor Boeing describes ground-based midcourse defense as follows. Additional information is available on line at www.boeing.com:

"Although the Cold War has ended, the threat of attack on the United States by long-range ballistic missiles remains real—and is growing. In addition to the recognized nuclear powers of the world, numerous other countries have ballistic missiles, some of which are working on weapons of mass destruction: nuclear, chemical or biological. If any of these weapons was ever launched, thousands or even millions of lives could be lost. Yet despite this growing threat, many Americans erroneously believe our nation has a super-secret device to shield our country from ballistic missiles.

"The purpose of the Department of Defense's Ground-based Midcourse Defense (GMD) program is to develop and potentially deploy an efficient, effective system that detects, tracks and destroys incoming missiles before they enter our atmosphere. The program is in its development phase."

Boeing's GMD program team and the Missile Defense Agency dedicated the nation's first ballistic missile defense site at Fort

Greely, Alaska, on July 3. The dedication marked completion of construction of the first GMD missile field.

"The progress made on the

GMD program at the Fort Greely site over the past two years has been outstanding," said Jim Albaugh, president and CEO of Boeing Integrated Defense Sys-

tems. "GMD is one of the first real system-of-systems programs and ranks among the most complex programs the country has ever undertaken."

Seafarers Still Support Troops Through Iraqi Freedom Sealift

Seafarers continue to uphold their legacy as part of the nation's fourth arm of defense as they sail aboard U.S. Military Sealift Command (MSC) vessels that remain mobilized for the sealift component of Operation Iraqi Freedom.

Based on well-publicized government projections of troop deployment in Iraq, it appears likely that a substantial number of U.S.-flag military support ships will remain involved in the sealift mission for the foreseeable future.

As was the case during military support missions before and during the all-out combat phase of the war in Iraq and Operation Iraqi Freedom 2 (OIF2), Seafarers will be tasked to deliver the goods to U.S. armed forces in the Middle East.

"They will answer the call with quiet, determined patriotism and a level of professionalism that's second to none," stated SIU President Michael Sacco.

More than 2,000 SIU members crewed 100-plus vessels in support of U.S. troops during the first phase of OIF. As of May, approximately 60 SIU-crewed vessels remained active in the massive OIF2 resupply mission that commenced early this year. Among the SIU-crewed ships which sailed in OIF2 were SL-7s operated by AMSEA; Ready Reserve Force vessels operated by Crowley, Keystone, Mormac, Marine Transport Lines, Pacific Gulf Marine, and Patriot Contract Services; and LMSRs operated by Maersk Line, Limited. MSC also reported that U.S.-flag ships carried heavy volumes of combat service support gear for forces working to steady Iraq. Overall, approximately 24 million square feet of cargo belonging to nine units in the U.S. Marine Corps, U.S. Army and National Guard was moved by ship during OIF2.

For Seafarers, the ongoing mission is the continuation of a patriotic duty. As U.S. Maritime Administrator Captain William Schubert recently noted in comments about OIF2, "Over a year ago, when we first learned that U.S. armed forces would



Seafarers-crewed military support ships (including the *USNS Watson*, above) have been instrumental throughout the various sealift phases of Operation Iraqi Freedom.

again be relying on American sealift to bring freedom to the Middle East, we called on you (U.S. mariners). We knew there was the potential for danger, but we also knew that the U.S. Merchant Marine would ensure that equipment and supplies would get to where they needed to be and on time.

"Together, we planned for many contingencies and we coordinated for months before the Army landed in Iraq. We met the challenge—over 7,000 mariners and over 130 U.S.-flag ships brought the military their tanks, Humvees and other critical equipment that led to the freedom of the Iraqi people and the capture of Saddam Hussein. The work continues, and the men and women of the merchant marine remain actively engaged in replenishing equipment and supplies as our troops rotate into and out of Iraq."

Schubert also said that the Iraq missions have "once again shown how invaluable the U.S.-flag Merchant Marine is to our national security. We have an opportunity to reinforce support for the merchant marine by demonstrating the economic value of a strong and vibrant U.S.-based maritime industry."

ITF Secures Back Wages For Flinternoord Mariners

An International Transport Workers' Federation (ITF) inspector from the SIU, assisted by the International Longshoremen's Association (ILA), recently secured more than \$4,000 in back pay and transportation costs for the captain and bosun of a Gibraltar-flag ship.

On July 13, ITF Inspector Don Thornton received a call from the ITF's London headquarters, which was tracking the *Noord* due to a back-wage claim. "The ITF had been getting the runaround from the company," Thornton said, referring to ship

operator EMF ConBulk of Leer, Germany. "Because of the tools the ITF has in place, I learned that the ship's name recently had been changed to *Flinternoord*. It was due in to Toledo, Ohio and then Cleveland."

Thornton contacted Cleveland-based ILA International Vice President John Baker, "who assured me that whatever the ITF needed, the ILA would provide. With the backing of the ILA, I was very confident."

When Thornton contacted EMS ConBulk, the company initially denied its obligation.

However, faced with the prospect of ITF action, the case quickly was resolved July 15 when Thornton boarded the *Flinternoord* in Cleveland. In addition to the back pay and transportation reimbursement for the crew members, Thornton also recovered the costs for his expenses related to this case.

"The ILA's cooperation was crucial," Thornton said. "It was a team effort and another successful outcome."

The SIU is affiliated with the ITF, a federation of more than 600 transport-worker unions in 140 countries.

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



Left: ITF Inspector Don Thornton (center) credited ILA officials Jack Duff (left) and John Baker (right) with helping resolve the case of the *Flinternoord*.



An SIU-crewed Great Lakes Towing Company tugboat assists the *Flinternoord* into Cleveland

Tanker Alaskan Frontier Delivered



The SIU-contracted *Alaskan Frontier* leaves San Diego Bay last month.

The SIU-contracted tanker *Alaskan Frontier*, operated by Alaska Tanker Co., was delivered last month.

The ship is the first of four double-hull oil tankers being built for BP Oil Shipping Company, USA by San Diego-based National Steel and Shipbuilding Company (NASSCO).

As previously reported, the *Alaskan Frontier* is 941 feet long and has a beam of 164 feet. It has a capacity of 1.3 million barrels and will sail between ports in Alaska, Los Angeles and Cherry Point, Wash., among others.

NASSCO noted that the *Alaskan Frontier* as well as the other three new builds feature the latest in international marine technologies, including twin-screw, medium-speed, diesel-electric propulsion that can achieve a speed of more than 15 knots. The environmentally friendly ships come fitted with the most modern machinery and cargo control systems and an integrated navigation system. The double hulls are designed to last 35 years, while the deck structures are made to last 50 years.

"The diesel-electric propulsion system, with redundant engines, shafts and screws, significantly increases reliability and reduces air emissions and maintenance downtime," NASSCO reported last month when it announced delivery. "The ships also use seawater instead of oil to cool and lubricate their propeller shafts, thus eliminating the possibility of accidental oil leaks. Their cargo piping, normally installed on the deck, is inside the cargo tanks, to reduce the risk of small spills."

The other three ships are scheduled for deliveries between now and 2006.

Committee Reviews Nomination Petitions For Union Election

The credentials committee, composed of six rank-and-file SIU members, has reviewed all nominating petitions of SIU members seeking office in the 2004 district-wide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District.

After meeting last month and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Twenty-nine candidates for 27 ballot positions qualified to run in the election, which takes place Nov. 1 through Dec. 31, the committee reported.

Members of the committee were elected at the August headquarters membership meeting in Piney Point, Md. Voted to the committee by their fellow

Seafarers were: Representing the deck department, **Anthony Maben** (port of Norfolk) and **David Martz** (port of Baltimore); representing the engine department, **Michael Joel** (port of Philadelphia) and **Michael Kirby** (port of Philadelphia); and, representing the steward department, **Edward Tull** (port of Baltimore) and **Bill Kelly** (port of Philadelphia). Martz was selected by committee to serve as chairman.

During the Aug. 2 membership meeting, Seafarers had to present their union books in order to be nominated to the committee. After the voting took place, results immediately were made known.

The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where headquarters is located (Piney Point).

The credentials committee must comprise six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice president, secretary-treasurer, vice president, assistant vice president, or one of 10 port agent posts had to submit nominating papers between July 15 and Aug. 15.

The Seafarers who served on the credentials committee also were elected by their fellow members to serve on the constitutional committee, in accordance with Article XXV, Section 2 of the union's constitution. They issued a separate report detailing the proposed constitutional amendments that will appear on the ballot.



Serving on the rank-and-file credentials committee as well as the constitution committee are Seafarers (from left to right) Anthony Maben, Michael Kirby, Edward Tull, David Martz, Bill Kelly and Michael Joel.

Apostleship of the Sea Sends Prayers and Support To U.S. Merchant Mariners

Earlier this year, the Apostleship of the Sea of the United States of America convened in Traverse City, Mich. for its annual membership meeting. During the meeting, a number of resolutions were passed, and a message to mariners was prepared.

The texts of the message to mariners and the resolution for mariners follow.

Message to all Merchant Mariners on Maritime Day, May 22, 2004 From the Apostleship of the Sea of the U.S.A.

As you continue your journey across the waters, may we assure you that we recognize and thank you for:

- your service to God and Mankind. Your work is crucial to the well-being of economic progress and maritime safety in these troubled times.

- your work as bearers of God's commodities. By bringing these gifts to others, you contribute to the well-being of the citizens of the world.

- your personal sacrifice of separation from family and loved ones. This sacrifice gives testimony to what is good and human.

As you journey, remember that you are called:

- to be a lighthouse beacon to others. You are entrusted to bring a spark of divine light to those you come in to contact with on board and ashore.

- to be a fully responsible person showing the dignity of God within you. While the burdens of your life-style are not understood by most of society, we urge you to be fully responsible for your own personal actions, safety and well-being. You are a child of God, a member of a family, and a member of a community. You are important and unique and must treat yourself as such.

- to work toward spiritual and personal growth. Despite your limited time for spiritual reflection, we urge you to do your utmost in this regard, to ensure that God has a space in your life. He travels with you. Make a place for Him.

Be assured that the Apostleship of the Sea of the United States of America:

- prays daily for your well-being, the well-being of your mates, and the well-being of your loved ones.

- stands in solidarity with you in these trying days of port security which may often leave you, or your mates with no access to shore leave, phones or communication with your loved ones.

- stands ready to serve you in the Mission of Christ, by caring for your spiritual, emotional and material needs while you are in port in a far away land.

- continues to be advocates for you and with you, as you face difficulties on unfamiliar shores.

- offers you the Sacraments of the Church. You are our brothers and sisters in Christ. Our most important gift to each other is the gift of Christ.

A Resolution by The Apostleship of the Sea of the United States of America To the United States Merchant Mariners

WHEREAS, the United States Merchant Marine has served the people of the United States valiantly since 1776;

WHEREAS, courageous United States mariners constructed and sustained a steel bridge across the Atlantic and Pacific oceans to support American and Allied forces fighting for freedom for an oppressed Europe and Japan;

WHEREAS, United States Merchant Mariners were instrumental to the success of our fighting forces on the Korean Peninsula, in Southeast Asia, and in myriad smaller conflicts throughout the world;

WHEREAS, the United States Merchant Marine willingly places itself in dangerous and life threatening situations in order to deliver humanitarian supplies for our nation's humanitarian efforts throughout the world;

AND WHEREAS, the seafarers of the United States Merchant Marine courageously and unselfishly place themselves in harm's way to support America's fighting forces;

BE IT RESOLVED that the Apostleship of the Sea of the United States of America in session at its 3rd Annual Conference at the Great Lakes Maritime Academy in Traverse City, Michigan, sends its prayers and support to our U.S. Merchant Mariners who are transporting humanitarian and military cargo to the war zones of the Middle East. May God carry you in the palm of His hands. May His seas be calm and His weather fair. And may Our Lady Star of the Sea watch over you, and through her intercessions, bring you safely home to your family and friends.

SIU President Underscores Unity in Maritime Labor

SIU President Michael Sacco was a featured speaker early last month at the 80th convention of the Masters, Mates & Pilots (MM&P), which took place in Linthicum Heights, Md.

He emphasized the exceptional cooperation among U.S. maritime unions—a theme echoed by Marine Engineers' Beneficial Association President Ron Davis and American Maritime Officers President Michael McKay in their respective addresses to the convention.

U.S. Treasury Secretary John Snow, AFL-CIO Secretary-Treasurer Richard Trumka and U.S. Senator Paul Sarbanes (D-Md.) were among the other guest speakers.

"For a number of years now, the cooperation among American maritime labor has been outstanding," Sacco stated. "We're also working well with the rest of the industry, but our survival and our success really start with productive relationships among the unions."

"That's not to say that we agree on 100 percent of the issues, 100 percent of the time," he continued. "But we're doing a good job of finding common ground and generally speaking with one voice to the outside world."

He cited the new U.S. Maritime Security Program as "a great example of what we can achieve when we work together. You all know how complex the legislative process can be, and how much support it takes to pass a program like the expanded MSP. In this case, we had plenty of people to thank.... But the MM&P, the SIU and the other unions deserve credit, too. We're



U.S. Treasury Secretary
John Snow



AFL-CIO Secretary-Treasurer
Rich Trumka

the ones who got the ball rolling, and we were able to do it because we took a united approach."

Sacco said the unions also showed excellent teamwork during the buildup to Operation Iraqi Freedom, during the sealift mission itself and again during Iraqi Freedom 2. "As far as the U.S. Merchant Marine is concerned, everything about those operations was a great success."

Turning his attention to current events, the SIU president said more cooperation, effort and creativity are needed "as we tackle the biggest issue currently facing our industry: shipboard and port security. As you may have noticed, not everything was solved on July 1. The Maritime Transportation Security Act and the International Ship and Port Facility Security Code will be evolving for a while, in practice if not in writing. And of course, those aren't the only security regulations affecting our members and our unions."

"Here again, our best chance for success is working together,"

he added. "That's true on the Coast Guard's port security committees. It's true when it comes to protecting our members' interests in the documentation process. And it's true when it comes to ensuring fairness in the training regulations that impact licensed and unlicensed seamen."

Among other topics, Sacco also discussed the health care crisis and the joint efforts of several maritime union plans administrators to contain costs while continuing to provide good benefits.

Secretary Snow, who once served as CEO of CSX Corp., stated, "We need to recognize we are in a world economy, but getting a level playing field for the U.S. maritime industry has to be a national priority."

Senator Sarbanes noted that one out of five jobs is dependent in some form on the maritime industry. He said that while the United States is one of the leading maritime trading nations, not enough of the cargo is carried on American-flag ships.

Tighter Security Shouldn't Mean Weakening Mariners' Rights

Heindel: 'Human Element Must Not be Overlooked'

SIU Secretary-Treasurer David Heindel, participating in the seventh annual Worldwide Labor Officers' Conference, said that increased shipboard and port security must not erode mariners' rights.

Representing both the SIU and the International Transport Workers' Federation (ITF), on which he serves as vice chair of the Seafarers' Section, Heindel delivered remarks July 22 at the U.S. Department of State, which hosted the conference in Washington, D.C. He spoke primarily about shore leave and crew-list visas, while also touching on the Consolidated Maritime Labor Convention and the need for fair implementation of the International Ship and Port Facility Security (ISPS) Code when it comes to protecting workers' rights and jurisdiction.

"In a nutshell, the SIU's position as well as that of the ITF is this: We fully and completely support maritime security, but we also firmly believe that security must be effectively balanced with seafarers' rights," Heindel stated. "The human element must not be overlooked."

He told the other officials that it is contradictory for mariners to have an important security role under the ISPS Code and at the same time be treated as a threat.

"Policies or practices that deny shore leave are counterproductive to security objectives," Heindel stated. "Along those lines, both

the SIU and the ITF strongly support ILO Convention 185. As many of you know, Convention 185 was unanimously ratified last year by delegates to the ILO forum in Geneva. It calls for a universal mariner identification document. It also states the critical need for shore leave and further specifies that 'seafarers shall not be required to hold a visa.'"

As previously reported, all mariners must possess D-1 (non-immigration) visas to go ashore in the U.S. After September 11, 2001, the Immigration and Naturalization Service ceased issuing crew-list visas. It also changed its rules regarding the INS agent issuing waivers for mariners to go ashore if they did not have a D-1 visa.

Heindel mentioned that eliminating crew-list visas has led to concern that U.S. mariners may unjustly be denied leave overseas. Already, several other countries have indicated that they will implement regulations that parallel those of the United States, "which absolutely would impact American seafarers," he noted.

He added, "Still another concern—for all mariners—is that many consulates simply don't have the resources to handle visa applications in a timely manner, if at all. Visas cannot be applied for by mail, and the waiting period to apply in person is often measured in months."

The new mariner identification document stipulated in ILO

Convention 185 should be accepted as an ID for the mariner, and in place of the D-1 visa, Heindel said.

Wrapping up his comments about shore leave, he cited a recent newspaper editorial which pointed out alienating foreign mariners by denying them shore leave is counterproductive to combating terrorism. "I also firmly

believe that beyond the practical considerations, there's an issue of compassion involved here," Heindel said. "Voyages often last for weeks at a time, sometimes months at a time. Because of automation in ports, there's usually very little time ashore to begin with. Now, even that small amount of shore leave is threatened or denied. It's simply un-

necessary and unfair to confine mariners to their ships."

Lastly, he pointed out that the SIU and the ITF also stand together in support of the Consolidated Maritime Labor Convention, which ultimately promises to benefit seafarers around the globe. As the name suggests, the convention aims to bring together dozens of maritime treaties with the ultimate goal of a safer, better, more streamlined set of guidelines.

"We've been involved in the discussions and we fully support moving forward," Heindel concluded. "We will continue to work closely with the ILO tripartite body to help ensure proper, effective adoption and implementation of the Consolidated Maritime Labor Convention."

Coast Guard's Authority, Responsibilities Grow

President Bush on Aug. 9 signed the Coast Guard and Maritime Transportation Act of 2004.

The measure, the result of a House-Senate compromise, approves spending nearly \$8.2 billion in the budget year beginning Oct. 1 for U.S. Coast Guard (USCG) activities, which include search and rescue missions, national defense, interdiction of contraband and maritime resource protection, as well as protecting the nation's 95,000 miles of coastline.

The legislation on July 21 passed on a 425-1 vote in the U.S. House of Representatives. On Aug. 5, the Senate approved the measure on a voice vote and sent it to the president for his signature.

Prior to its arrival on the House

floor for action, the bill in early July had been scrutinized by a House and Senate conference committee. Published reports say the only sticking point between the two sides was over a House-passed provision that would require the USCG to certify a security plan for every foreign vessel entering U.S. ports.

Senate Commerce Committee Chairman John McCain (R-Ariz.) said the language would "detract" the agency from meeting its other maritime security missions, subject domestic vessels to similar requirements from foreign countries and cost the agency limited resources.

U.S. Rep. James Oberstar (D-Minn.), ranking member of the House Transportation and Infrastructure panel, offered a compromise proposal that would require the USCG to review the criteria for certifying a foreign vessel's security plan.

After a few rounds of debate between Congressmen McCain and Oberstar, the two agreed to table the proposal and retain current practice, which depends on foreign governments or designated private or quasi-government groups to approve a ship's security plan. The USCG does employ targeting tools to analyze potential threats and intercept suspected vessels.

The conferees agreed to staff recommendations that included a House measure, H.R. 4251, which would allow USCG officers to make arrests and carry handguns. Lawmakers also agreed to the House's recommendation for \$1.1 billion to the USCG's 20-year initiative to modernize the agency's information technology systems, infrastructure and assets. The Senate had proposed \$708 million.

House Transportation Committee Chairman Don Young (R-Alaska) said he had concerns that some of the traditional functions of the USCG would suffer because of the stress on security operations, but was optimistic the legislation would "get the service back to an acceptable state of mission balance."

Senator Fritz Hollings (D-S.C.) said he had secured \$300 million in the bill for port security measures that was not requested by the administration. "I believe the provision of these funds is essential to the security of our ports, our waterways and our maritime

transportation industry," he said. In addition to funding the USCG, the measure includes major provisions of interest to the U.S. maritime community, as follows:

- Gives the USCG broader authority regarding issuance, revocation and suspension of merchant mariner credentials and documents. For instance, it removes the mandatory revocation of MMDs for certain convictions in cases involving suspension or revocation. It also adds "security threat" as a basis for which the agency may suspend or revoke an MMD.

- Adds a new section to Chapter 701 of Title 46 USC to provide express authority to the USCG to carry a firearm, to seize property, and to make an arrest while at a maritime facility under guidelines to be approved by the Secretary of Homeland Security.

- Establishes liability for any vessel violating the Maritime Transportation Security Act, in order to recover financial penalties assessed following such violations, and certain costs related to compliance with lawfully issued orders. Authorizes the captain of the port to withhold clearance of any vessel if the owner or operator is suspected to be subject to a financial penalty resulting from violations of port security violations.

- Requires the USCG to develop a long-range vessel tracking system consistent with international treaties, conventions, and agreements to which the United States is a party, and allows the USCG to acquire vessel risk profiling data from the private sector. Also requires the secretary to develop a plan to improve the collection, collaboration, coordination, dissemination and use of maritime information by Federal agencies and requires the agency to submit this plan to Congressional committees.

- Directs the secretary to establish a grant program for implementation of the Area Maritime Transportation Security Plans and Facility Security Plans that will be reviewed by the Federal Maritime Security Coordinator and the Maritime Administration prior to a grant being awarded. In addition, the secretary is required to transmit a report and provide recommendations for the grant process.

Continued on page 14

American Jobs Creation Act Includes Maritime Provisions

The U.S. House of Representatives on June 17 approved the American Jobs Creation Act of 2004, legislation some say could have significant effects on the U.S. maritime industry when and if it becomes law.

The measure, described by a number of Washington insiders as a thick manuscript to create jobs for American workers by providing tax relief for U.S. companies, contains two provisions that could have important impacts on the U.S. maritime industry. It includes a stipulation that would allow U.S.-flag vessel operators in the international trades the option of paying their income taxes based on vessel tonnage. Secondly, it adopts language contained in the Navy Vessel Delivery Method of Accounting Act (H.R. 1479), which has been endorsed by most segments of America's shipbuilding industry.

The shipbuilding provision of the act, said the Maritime Trades Department (MTD), AFL-CIO, would make a badly needed change to the U.S. tax code by eliminating discriminatory penalties on defense contractors requiring them to make tax payments on income before it is received.

The Internal Revenue Service normally does not tax a foreign subsidiary's income until it returns to the U.S. parent company as dividends.

But the 1986 Tax Reform Act put ocean shipping under the IRS code's Subpart F, which requires companies to pay taxes directly on selected foreign income. Before 1986, U.S. investors in foreign tonnage could defer taxes on capital accumulated to replace vessels or expand their fleets. Reform advocates say that the loss of the benefit is linked directly to the decline in the U.S.-owned share of the global commercial fleet.

The shipbuilding provision, according to the MTD executive board, should be adopted as part of a larger federal commitment to preserving a domestic shipbuilding industry (other components should

include more monies for the Title XI shipbuilding loan guarantee program and an increase in the U.S. Naval vessel construction building rate).

During its meetings earlier this year, the board also endorsed the idea of a tonnage tax, noting that such a method had been adopted by a number of countries in Europe and elsewhere as a means of countering increasing international competition from so-called flags of convenience.

"With a growing number of foreign-flag fleets benefiting from tonnage tax systems, it will become increasingly difficult for U.S.-flag ships to operate competitively in international trades without the same advantage," the board said. "The harm will extend to U.S. flag vessels in our domestic trades..."

While both provisions hold the promise of better things to come for U.S. shipping, there are no guarantees are on the horizon, various maritime industry news reports have noted. At most, the tax incentives give U.S. interests parity with foreign competitors. They could promote exports, enhance security and mitigate the need for government subsidies, the articles said.

The measure moved through the House after being cleared on June 14 by the House Ways and Means Committee, chaired by Rep. William Thomas (R-Calif.). Rep. William J. Jefferson, (D-La.) urged Congressman Thomas to include a "tonnage tax" provision in a new version of the legislation.

The tonnage tax is expected to provide additional employment for thousands of U.S. mariners and shoreside staff in Louisiana and elsewhere around the country. The tonnage tax provision will benefit U.S.-flag vessel owners engaging in international trade, Jefferson said.

The Joint Tax Committee estimates the proposed cost of the legislation over a 10-year period at \$68 million.

Credentials Approved for Candidates to 27 Union Offices

Report of Credentials Committee On Candidates for 2004 Election of Officers, 2005-2008 SIUNA-AGLIWD/NMU

We, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters-Port of Piney Point on August 2, 2004. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District/NMU for the years 2005-2008, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. The applicable constitutional provisions are as follows:

ARTICLE XII, Qualifications for Officers, Assistant Vice-Presidents, Port Agents, and Other Elective Jobs.

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Assistant Vice-President, or Port Agent provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which this Union is a party or from a company under contract with this Union; and

(f) He has not sailed in a licensed capacity aboard an American-flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of, elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

ARTICLE XIII, Election for Officers, Assistant Vice-Presidents, and Port Agents.

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of Headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is a candidate including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes." Dated..... Signature of Member..... Book No.....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

In order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term 'member in good standing' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member' shall mean a member in good standing."

Your Committee sought guidance from the Union's General Counsel and the Secretary-Treasurer as to whether this section would apply to a member who is unable to pay dues because of employment aboard an American flag merchant vessel as stated in Article III, Section 3(e). Your Committee was advised that, in keeping with past practice and constitutional interpretation, the same thirty (30) day grace period should be applied in these situations. Accordingly, when a member who is working on foreign articles leaves the vessel, the dues for the applicable quarter must be paid within thirty (30) days from the date of discharge in order to maintain good standing.

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seetime". This section reads as follows:

"Section 13. The term 'seetime' shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by the Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American-flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American-flag merchant vessel or vessels' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

We also noted that Article XII, Section 1 (c) would preclude any otherwise eligible member from running for office if he or she was receiving a pension from an affiliated plan. We noted that this provision has already been interpreted by the Union's Executive Board and approved by the membership at membership meetings in a manner which would not disqualify an individual who is receiving such a benefit

solely by virtue of having reached the age of 70 and 1/2. We further noted that this issue was referred by the Executive Board to the Constitutional Committee and the membership for their ratification during this election. Your committee sought guidance from the Union's General Counsel who advised us that we could qualify any otherwise eligible member to run for office based upon this interpretation. Accordingly, your committee decided not to disqualify any otherwise eligible individual from running for office if he or she is receiving a pension benefit from an affiliated plan solely by virtue of having reached the age of 70 and 1/2.

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

The following is a complete listing of all members who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters offices, beginning with Piney Point, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

- PRESIDENT**
Michael J. Sacco, S-1288
Qualified Credentials in order.
- EXECUTIVE VICE PRESIDENT**
John Fay, F-363
Qualified Credentials in order
- SECRETARY-TREASURER**
David W. Heindel, H-1443
Qualified Credentials in order
- VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT**
Carl Sands, S-2296
Qualified Credentials in order
- Augustin Tellez, T-764
Qualified Credentials in order
- VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST**
Patrick Joseph Lavin, L-1175
Disqualified—was not in continuous good standing for 3 years prior to time of nomination
- Joseph T. Soresi, S-2658
Qualified Credentials in order
- VICE-PRESIDENT IN CHARGE OF THE GULF COAST**
Wade Cocek, C-5976
Disqualified - was not in continuous good standing for 3 years prior to time of nomination
- Dean E. Corgey, C-5727
Qualified Credentials in order
- Edward O'Connor, O-599
Nomination Withdrawn
- VICE-PRESIDENT IN CHARGE OF THE WEST COAST**
Nicholas J. Marrone, M-2308
Qualified Credentials in order
- VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS**
Thomas Orzechowski, Jr, O-601
Qualified Credentials in order
- VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES**
Kermett T. Mangram, M-2394
Qualified Credentials in order
- VICE-PRESIDENTS AT LARGE**
John Jaradat, J-15013
Disqualified - was not in continuous

good standing for 3 years prior to time of nomination; did not have at least 100 days of seetime or Union employment between January 1 and time of nomination; and had sailed in a licensed capacity within the past 24 months

- René Lioeanjie, L-15000
Qualified Credentials in order
- Charles Stewart, S-15000
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT**
George Tricker, T-919
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST**
Nicholas A. Celona, C-1578
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST**
Ambrose L. Cucinotta, C-1795
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST**
Don Anderson, A-5244
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS**
James P. McGee, M-5945
Qualified Credentials in order
- ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES**
Chester Wheeler, W-25058
Qualified Credentials in order
- PINEY POINT PORT AGENT**
Edward W. Morris, M-1358
Qualified Credentials in order
- John Sparks, S-2351
Nomination Withdrawn
- NEW YORK PORT AGENT**
Robert Selzer, S-1258
Qualified Credentials in order
- PHILADELPHIA PORT AGENT**
Joseph Mieluchowski, M-2933
Qualified Credentials in order
- BALTIMORE PORT AGENT**
Georg Kenny, K-1041
Qualified Credentials in order
- Michael Murphy, M-2483
Qualified Credentials in order
- MOBILE PORT AGENT**
Edward Kelly, Jr. K-5043
Qualified Credentials in order
- NEW ORLEANS PORT AGENT**
Steven W. Judd, J-5336
Qualified Credentials in order
- HOUSTON PORT AGENT**
Anthony M. McQuay, M-2735
Qualified Credentials in order
- SAN FRANCISCO PORT AGENT**
Vincent Francis Coss, C-8138
Qualified Credentials in order
- ST. LOUIS PORT AGENT**
Rebecca J. Sleeper, S-2497
Qualified Credentials in order
- DETROIT-ALGONAC PORT AGENT**
Donald A. Thornton, T-5501
Qualified Credentials in order
- As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these circumstances, the Committee wishes to call to the attention of all members the necessity of following all requirements and procedures which are established by our Constitution to govern eligibility for candidacy to Union office. However, at this time, the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.
- In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications by this Committee, David Martz, of the Credentials Committee,

remained at the entrance of the Headquarters building of the Union until midnight of Sunday, August 15, 2004, to receive any credentials that might have been delivered by hand after the closing of business hours by the Union. Additionally, the Committee noted that it received copies of two (2) memoranda that were issued outlining additional procedures to be followed on Saturday, August 14, 2004 and Sunday, August 15, 2004 for overnight and regular mail delivery and for any member who should appear in person to submit his credentials.

The Committee points out that in the President's Pre-Balloting Report approved by the membership as per the Constitution and published in the May *Seafarers LOG* the exact offices and jobs for which nominations were to be made was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make three (3) disqualifications, and the following are the details relative to each of those disqualifications:

1. Patrick Lavin, L-1175 – Candidate for Vice President in Charge of Atlantic Coast.

Your committee noted the receipt of a letter dated July 25, 2004, addressed to David Heindel in which Brother Lavin requested his name be placed on the ballot for election to the position of Vice President in Charge of the Atlantic Coast.

Your committee also noted that David Heindel issued a letter dated August 4, 2004 via overnight mail requesting Brother Lavin submit his proof of citizenship and proof of seetime as required by Article XIII, Section 1 (e)(f) of the Constitution.

Union records indicate that Brother Lavin was not in continuous good standing for three (3) years prior to the time of nomination which is needed to qualify for an elective job.

Your committee noted that Union records show that Brother Lavin paid his Second Quarter 2002 dues on May 16, 2002 whereas they should have been paid no later than May 1, 2002.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the committee disqualified Brother Lavin for the job of Vice President in Charge of the Atlantic Coast.

The Committee noted that Brother Lavin appeared at the Headquarters building on Tuesday, August 17, 2004 to submit his proof of citizenship and proof of seetime. The Committee accepted these documents and informed Brother Lavin of his disqualification for failing to remain a member in good standing. The Committee then gave Brother Lavin the opportunity to make an appeal regarding his disqualification. However, Brother Lavin was unable to provide a justifiable reason for the delinquent dues payment. The Committee upheld its decision to disqualify Brother Lavin and informed him that the next course of action would be to appeal his disqualification to the membership at a regular membership meeting no later than the October meeting.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Lavin of his disqualification by Mailgram sent on August 17, 2004 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by an overnight and certified letter dated August 17, 2004 from the Committee to Brother Lavin that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Lavin would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

2. Wade Cocek, C-5976 – Candidate for Vice President in Charge of the Gulf Coast.

Your committee noted the receipt of a letter dated August 3, 2004, addressed to David Heindel in which Brother Cocek requested his name be placed on the ballot for election to the position of Vice President in Charge of the Gulf Coast.

Union records indicate that Brother Cocek was not in continuous good standing for three (3) years prior to the time of nomination which is needed to qualify for an elective job.

Your committee noted that Union records show that Brother Cocek paid his Third Quarter 2001 dues on September 19, 2001 whereas they should have been paid no later than July 31, 2001. Union records also indicate that First Quarter 2002 dues

Continued on page 7

REPORT OF CONSTITUTIONAL COMMITTEE

We, the undersigned Constitutional Committee, were elected at the Headquarters membership meeting, on August 2, 2004, in accordance with Article XXV, Section 2 of our Constitution. We have had referred to us and studied, the proposed Constitutional Amendments Resolution submitted by our Executive Board.

This Resolution, containing the proposed amendments, prior to its submission to us, was adopted by a majority vote of the membership at Headquarters and all ports. The provisions of the Resolution including its "WHEREAS" clauses, are summarized in this report and are attached in full so that all members will have available to them its full text for their review and study at the same time that they read this, our Report and Recommendation.

Whereas, three changes were recommended. One which would amend the Constitution to enable otherwise active eligible members to fully participate in the affairs of the union by running for office even if such members were receiving pension benefits from an affiliated pension plan if such individuals were receiving these benefits as a result of changes in the Law which required the commencement of benefits due to age; the second would amend the Constitution to

provide that the union's Credentials Committee could be elected at a regular or special membership meeting held in the month of August of an election year; and the third was simply a housekeeping change to delete the words "headquarters representative" anywhere that it may currently appear in the Constitution as this position has already been removed from the list of elected officers by prior membership action and voting; and

Whereas, the Executive Board is aware of the fact that the union will be holding its general election for officers and jobholders this year as constitutionally mandated; consequently, it is suggested that, if this resolution is approved by the membership, the first two proposed Constitutional amendments should be included on the same ballot and be voted on simultaneously with the election for officers and jobholders; the third proposal which simply implements a prior membership mandate would not need to be included on the ballot; and

Whereas, the union's Executive Board unanimously concurred on all proposed constitutional revisions. The Executive Board hereby

RESOLVES, that the following changes be made in the Constitution

of the Seafarers International Union of North America, Atlantic, Gulf Lakes and Inland Waters District/NMU.

A. Amend Article XII, Section 1(e) to read as follows:

"e. He is not disqualified by law. He is not receiving a pension from this Union's pension fund, if any, or from a Union-Management fund, to which fund this Union is a party or from a company under contract with this Union; unless such individual commenced receiving a pension benefit from any such fund by virtue of having reached the age of 70%."

B. Amend the first sentence of Article XIII, Section 2. to read as follows:

Section II, Credentials Committee, Section (a).

"a. A Credentials Committee shall be elected at either the regular meeting in August of the election year or at a special meeting convened in August of the election year at the Port where Headquarters is located."

The remaining provisions of this Section 2 and of Article XIII do not need to be amended.

C. Effective Date of these Amendments

All of the proposed amendments,

if approved and voted on affirmatively by the membership, subject to the Constitution, would become effective immediately upon their passage.

D. Housekeeping Amendment

Remove the words "headquarters representative" from the Constitution anywhere that it may appear; and, specifically, in Article VIII, Article X, Article XI, Article XII, and Article XIII.

It is therefore

RESOLVED, as constitutionally provided, this Resolution be voted upon by the membership at the July 2004 Membership Meeting at the Constitutional Ports of New York, Philadelphia, Baltimore, Detroit-Algonac, Houston, New Orleans, Mobile, San Francisco, St. Louis and Piney Point, and, in addition, at all non-constitutional ports, and if concurred in, a Constitutional Committee of six (6) book members shall be elected from the Headquarters Port at the August 2004 meeting to discharge their duties as constitutionally required and be it further

RESOLVED, in the event that such Constitutional Committee's report and recommendations are thereafter accepted by the membership for voting as constitutionally required, a referendum vote by secret

ballot on the two substantive amendments shall be held as provided for in the Constitutional Committee's report and recommendations. The procedure for such voting and the time thereof shall be held, to the extent possible, as part of the secret ballot voting for officers and jobholders scheduled for the months of November and December 2004.

We further recommend, if it is reasonably possible, that a copy of our Committee's Report, together with a copy of the proposed Resolution and membership action taken to date, be printed in the Seafarers LOG, October 2004 issue so that the membership will be kept abreast as to all facts at this time and copies of such LOG issue, to the extent possible, be made available to the membership at all Union offices and Halls during the months of November and December 2004.

Your Constitutional Committee wishes to thank the Union, its officers, representatives, members and counsel for their cooperation and assistance during our deliberations and to assure all members that we believe the adoption of the proposed Resolution will serve the needs of the Union and the membership.

Fraternally submitted,
Constitutional Committee

August 20, 2004

Credentials Approved for Candidates to 27 Union Offices

Continued from page 6

were paid on April 15, 2002 whereas they should have been paid no later than January 31, 2002; Third Quarter 2002 dues were paid August 14, 2002 whereas they should have been paid no later than July 31, 2002; Fourth Quarter 2002 dues were paid on November 12, 2002 whereas they should have been paid no later than October 31, 2002; First Quarter 2003 dues were paid on February 21, 2003 whereas they should have been paid no later than January 31, 2003; Second Quarter 2003 dues were paid on May 16, 2003 whereas they should have been paid no later than May 1, 2003; Third Quarter 2003 dues were paid on November 10, 2003 whereas they should have been paid no later than July 31, 2003; Fourth Quarter 2003 dues were paid on November 10, 2003 whereas they should have been paid no later than October 31, 2003; First Quarter 2004 dues were paid on March 8, 2004 whereas they should have been paid no later than January 31, 2004.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the committee disqualified Brother Cocek for the job of Vice President in Charge of the Gulf Coast.

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Cocek of his disqualification by Mailgram sent on August 17, 2004 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by an overnight and certified letter dated August 17, 2004 from the Committee to Brother Cocek that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Cocek would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

3. **John Jaradat, J-15013** – Candidate for Vice President at Large.

Your committee noted the receipt of a letter dated August 4, 2004, addressed to David Heindel in which Brother Jaradat requested his name be placed on the ballot for election to the position of Vice President at Large.

Union records indicate that Brother Jaradat was not in continuous good standing for three (3) years prior to the time of nomination which is needed to qualify for an elective job.

Your committee noted that Union records show that Brother Jaradat paid his Third Quarter 2001 dues on September 16, 2002 whereas they should have been paid no later than July 31, 2001. Union records also indicate that Fourth Quarter 2001 dues were paid on September 16, 2002 whereas they should have been paid no later than October 31, 2001; First Quarter 2002 dues were paid on September 16, 2002 whereas they should have been paid no later than May 1, 2002; Third Quarter 2002 dues were paid on September 16, 2002 whereas they should have been paid no later than July 31, 2002; First Quarter 2003 dues were paid on March 3, 2003

whereas they should have been paid no later than January 31, 2003; Third Quarter 2003 dues were paid on October 29, 2003 whereas they should have been paid no later than July 31, 2003; First Quarter 2004 dues were paid on April 5, 2004 whereas they should have been paid no later than January 31, 2004; Second Quarter 2004 dues were paid on June 18, 2004 whereas they should have been paid no later than May 1, 2004. Union records further indicate that the Third Quarter 2004 has not been paid whereas it should have

Procedure for Absentee Ballots

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

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

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

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

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

been paid no later than July 31, 2004.

Based upon the provisions of Article XII, Section 1 (b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the committee disqualified Brother Jaradat for the job of Vice President at Large.

Union records also indicate that Brother Jaradat did not acquire at least 100 days of seetime or Union employment between January 1 and time of nomination which is needed to qualify for an elective job.

Based upon the provisions of Article XII, Section 1 (c), the committee further disqualified Brother

MD 20746 no later than Nov. 25, 2004.

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

Jaradat for the job of Vice President at Large.

The committee further noted that Brother Jaradat indicated that he had sailed in a licensed capacity within the last 24 months, which would also disqualify him based upon the provisions of Article XII, Section 1 (f).

In accordance with the requirements of Article XIII, Section 2 (c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Jaradat of his disqualification by Mailgram sent on August 17, 2004 to the address stated in his letter of nomination. Moreover, the Mailgram was followed by an overnight and certified letter dated August 17, 2004 from the Committee to Brother Jaradat that set forth the reason for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Jaradat would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

The Committee further noted that a conference call took place on Thursday, August 19, 2004 whereby Brother Jaradat was informed of his reason for disqualification and given the opportunity to appeal to the Committee. However, Brother Jaradat was unable to provide satisfactory evidence to overturn the Committee's decision. Therefore, the Committee upheld its decision to disqualify Brother Jaradat.

4. **Edward O'Connor, O-599** – Candidate for Vice President in Charge of the Gulf Coast.

Your committee noted the receipt of a letter dated August 9, 2004, addressed to David Heindel in which Brother O'Connor requested his name be placed on the ballot for election to the office of Vice President in Charge of the Gulf Coast.

Your committee also noted the receipt of a letter dated August 17, 2004, addressed to Secretary-Treasurer David Heindel in which Brother O'Connor withdrew his nomination for Vice President in Charge of the Gulf Coast. Accordingly, the Committee determined that no further action is needed on Brother O'Connor's nomination.

5. **John Sparks, S-2351** – Candidate for Piney Point Port Agent.

Your committee noted the receipt of a letter dated July 20, 2004, addressed to Michael Sacco in which Brother Sparks requested his name be placed on the ballot for election to the office of Piney Point Port Agent.

Your committee also noted the receipt of a letter dated July 27, 2004, addressed to Michael Sacco in which Brother Sparks withdrew his nomination for Piney Point Port Agent. Accordingly, the Committee determined that no further action is needed on Brother Sparks' nomination.

All credentials received as of August 15, 2004, were turned over to the Committee in good order, and those received by mail subsequently, but not later than August 15, 2004, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

Fraternally submitted, Credentials Committee

August 19, 2004

SEATU Convention Focuses on Pride and Partnership

Pride and a spirit of partnership took center stage at the third triennial convention of the Seafarers Entertainment & Allied Trades Union (SEATU), held Aug. 10-11, 2004 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

SEATU, an affiliate of the SIU, was chartered in 1995 with 169 members in Alton, Ill. Nine years later, with more than 4,000 members, this two-day meeting and election of officers was convened in the immediate aftermath of a recent organizing victory aboard NCL America's *Pride of Aloha*, bringing thousands of new jobs for the rank-and-file membership.

SIU President Michael Sacco, who also is president of SEATU, referred to this win in his opening remarks when he said, "The *Pride of Aloha*, in particular, was a great victory for us. The ship itself is big and beautiful, but the truly important thing is what the vessel represents: good jobs for Americans, a boost for the economy, and the rebirth of the U.S.-flag deep sea cruise ship industry."

Good Relationships

Following a DVD presentation on the christening ceremonies of the *Pride of Aloha*, Capt. William Schubert, the U.S. Maritime Ad-

ministrator and a dedicated fighter for the U.S.-flag merchant fleet, talked about the demise of the U.S.-flag cruise ship industry after September 11, 2001 and how important partnership was in getting this ship (as well as two additional ships—the *Pride of America* and the *Pride of Hawaii*—which should be in service within the next two years) out of the shipyard. It was a cooperation between management and labor as well as bipartisan support in Congress that gave us the opportunity to sail these ships, he noted, "and we need to continue to work together to put more jobs on U.S. ships."

The necessity of maintaining good relationships with Congress on a bipartisan level was further addressed by Terry Turner, the union's director of legislative affairs. To get a certain level of cooperation on the Hill, Turner reported, we need to support those who support us—whether they be Democrats or Republicans.

He talked about the SIU's SPAD program and challenged SEATU to start a similar voluntary donation system. "The only way to become a player," Turner told the convention delegates, representatives and officials, "is to become a contributor." Some

industries are more heavily regulated than others, but the fact is that every job, one way or another, is affected by rules and regulations handed down by the government. By developing a relationship with congressional representatives and their staffs, he said, we are more welcome to meet with them to discuss how we can help promote and protect our members' interests and jobs.

SEATU Assistant Vice President Elizabeth Brown started her union career 12 years ago as an SIU member aboard the "White Ships"—the *Independence* and *Constitution*—and has played an important role in helping ensure the success of SEATU, most recently aboard the *Pride of Aloha*. While noting that everyone has worked very hard to get the newly re-flagged ship on its 7-day Hawaiian island itinerary, "the job will only be done when the second and third ships have arrived," she stated. Brown suggested all the delegates go back to their halls and tell the members about what is going on in the industry. "Be proud," she said, "of what your union is doing, not just for SEATU, but also for America."

The importance of pride, partnership and cooperation was further highlighted by Dick Glasier, president and CEO of Argosy Gaming Co. Argosy owns and operates six properties in which SEATU members work: Baton Rouge, La.; Joliet, Ill.; Lawrenceburg, Ind.; Sioux City, Iowa; Kansas City, Mo.; and Alton, Ill. Glasier informed the convention delegates that a big part of Argosy's success is its link with organized labor in general and SEATU in particular. The union provided technical know-how, marine expertise and political support in helping them acquire their first casino, the *Alton Belle*, and the support from SEATU members and officials has never wavered, he stated.



Capt. William Schubert
U.S. Maritime Administrator



Richard Glasier
President/CEO, Argosy



Elizabeth Brown
Assistant VP, SEATU



Valerie Lilja
AFL-CIO Union Plus Rep



At the conclusion of the successful two-day convention, SEATU delegates, representatives and officials pose for a group photo.

Revenues are up in the casinos, Glasier acknowledged, and that is because they are providing customers what they want. "Our employees are a large part of that," he added, stating that the SEATU employees are very focused and take pride in excelling in their jobs.

Competition is fierce in the gaming industry, the CEO explained. "But we have a relationship with SEATU, and that is a key part of our competitive advantage."

He thanked the union delegates and said he hoped to give them good news in the future about additional properties they hope to acquire and staff with SEATU members. "What's good for the growth of Argosy is good for the SEATU membership," Glasier said in his closing remarks. "We'll work to make that happen."

Organizing

SEATU Vice President Tom Orzechowski, who graduated from the SIU's trainee program in 1991, has done a tremendous amount of work as an organizer to help ensure the success and growth of SEATU. He spoke about the persistence of a large low-wage labor market, the difficulty employees have in obtaining a voice in the workplace and the absence of a sustained and serious national debate about these concerns—and how more than 40 million non-union workers want a union in their workplace but can't have one under current law.

He said, "As foot soldiers of the labor movement, sometimes we organizers need help. Help from not only the employees or our current members, but from the federal government. The Employee Free Choice Act will give them a fighting chance."

He urged the delegates to return to their facilities or vessels and speak to their fellow employees and encourage them to help organize the unorganized, participate in union activities and become active advocates for the Employee Free Choice Act.

Benefits

One of the benefits of being a SEATU member is the training offered by instructors from the

Paul Hall Center, both in Piney Point and on site. John Mason is CEO of American Service Technology, Inc., the company that provides curriculums and educational guidance to the Paul Hall Center. He informed the convention delegates about the on-site training being given at Argosy and aboard the *Pride of Aloha* as well as other facilities and asked them to make sure their fellow employees sign up for the training.

Mason presented a slide show and passed out booklets about the capabilities of the Paul Hall Center in providing any kind of training necessary, from cooking and personal safety to fire fighting and security to slot tech training and academic degrees—"everything to meet the needs of the members."

Another benefit of belonging to SEATU is participation in the Union Plus program. Valerie Lilja, the AFL-CIO Union Plus representative for SEATU and the SIU provided program information to the group about the cost savings available to union members through the program. The credit card program is the most popular, she noted, but also available are scholarship awards, educational loans, prescription savings, auto purchase and insurance, car rentals, movie tickets, and more.

Lilja said that Union Plus is always on the lookout for quality programs and benefits designed to improve the lives of union members and save them money. New programs this year include a credit counseling program, health club discounts, home heating oil discounts, education services and a travel program. For more information, union members can visit www.unionplus.org.

Conclusion

Before adjourning the triennial convention, delegates voted to approve 10 resolutions, read by SIU Vice President Contracts Augie Tellez, and to return the current officers to lead the union through the next three years. Re-elected were President Michael Sacco, Executive Vice President/Secretary-Treasurer David Heindel, Vice President Tellez and Vice President Orzechowski.

It's Business as Usual in Boston



No time was lost when the New Bedford, Mass. union hall moved to a new location in central Boston recently. The computer system is up and running, a nearby clinic is on contract to help Seafarers get the medical testing they need to sail, and the staff is ready to assist the membership in any way they can. Clockwise from above left, Port Agent Gerard Dhooge (right) helps QMED Fred Doyle (left) and Bosun John O'Connell with some paperwork; Donna Massucco is the secretary at the hall; the front entry to the hall reflects the cars in the parking lot outside; and the magazine rack is filled with the latest maritime news. The Boston hall is located at 27 Drydock Avenue; telephone (617) 261-0790.



Basic Auxiliary Plant Ops Course Is Required to Step Toward FOWT

The Paul Hall Center for Maritime Training and Education offers a 140-hour class called basic auxiliary plant operation. The course is separate from the FOWT class; basic auxiliary plant operation should be taken first.

Engineering students in the unlicensed apprentice program who are considering becoming FOWTs must take basic auxiliary plant operation. Similarly, upgraders who are sailing as wipers and have acquired enough seetime must take basic auxiliary plant operation as the next step toward

becoming FOWTs. The mariners then would return to sea, acquire the appropriate seetime and then take the FOWT course.

Under the amended STCW convention, basic auxiliary plant operation meets the assessment requirement for ratings forming part of an engineering watch. (It essentially is the engine department equivalent of the specially trained ordinary seaman course.)

For more information, contact the admissions office at the Paul Hall Center at 301 994-0010.



Left: Brian Leach and Connie Clemons train on the latest equipment during the basic auxiliary plant operation course.



Right: Christopher Burke examines a test screen.



Alex Rhodes runs a simulated test on an engine system.

Health and Benefits Plan Weighs Network Options

In an effort to continue providing generous health benefits to SIU members and their families—while at the same time combating the steadily rising costs of medical care—the trustees of the Seafarers Health and Benefits Plan (SHBP) are examining the possibility of entering an agreement with a national health network provider.

If the SHBP signs on with a national network provider, one expected benefit is that Seafarers no longer would have to worry about doctors' charges exceeding the "reasonable and customary" coverage limit. That's because the network and its participating physicians agree to a set fee schedule.

"The Plan continuously evalu-

ates methods of reducing costs without placing any additional burden on our participants," noted SHBP Administrator Bill Dennis. "At this time, the Plan is in discussions with a network provider that may provide relief in this time of grossly increasing medical costs. More information will follow at a later date."

Dennis emphasized that if an agreement is reached, it only will be with a network which features a very extensive participant list of providers and hospitals. He added that the health benefits plan of an SIU-affiliated union earlier this year joined a national health network, and the early returns have been quite favorable for that plan, its participating members and eligible dependents.

Cabotage Laws Need to Be Protected

Continued from page 2

the U.S. Customs Service as "any foreign port in North America, Central America, the Bahama Islands, Bermuda" or many parts of the West Indies.

The MCTF is a coalition of more than 400 organizations and companies—including the SIU—joined together in support of the U.S. domestic marine shipping industry. Specifically, the coalition works to preserve cabotage laws which, among other things, govern the shipment of goods and services between any two domestic ports in the U.S.

Negotiators for the United States and Panama on Aug. 9 launched their fourth week of talks in Tampa, Fla. aimed at completing the free trade agreement which is at issue. Both sides originally hoped to wrap up a deal by this fourth round of negotiations.

But lingering disputes over hot-button issues—including Panama's attempt to alter U.S. cabotage laws—had officials dampening expectations.

The two nations during the week of April 26 began FTA negotiations in Panama City, Panama. U.S. Trade Representative Zoellick in November 2003 met with the Panamanian president and trade minister during the Free Trade Area of the Americas ministerial meeting and announced the plan to undertake the current negotiations.

In 2003, bilateral trade between the United States and Panama totaled \$2.1 billion, with U.S. exports accounting for \$1.8 billion of that amount. Between 2002 and 2003, U.S. exports to Panama grew over 30 percent. Nearly half of Panama's total imports come from the United States. U.S. foreign direct investment in Panama already totals roughly \$25 billion, in sectors including finance, maritime and energy.

Register and Vote!

The AFL-CIO suggests the following steps to help individuals ensure that they are eligible to vote in the Nov. 2 elections:

- Contact your local election office to check that you are registered to vote and find out where you should vote. Register immediately if you are not.

- If you do not receive a registration card within three weeks of registering, call the election office to see if there is a problem. If there is, follow instructions to correct the problem or reregister.

- It is particularly important to check your registration or reregister if you have moved, changed your name or have not voted in recent elections.

- Find out whether you can vote early. If early voting is allowed in your community, you may want to do it.

- Check with your local election office about any new voting procedures or ID requirements and opportunities to practice using voting machines.

Also, the following links from the Federal Voting Assistance Program and the Federal Election Commission will help you register to vote and to obtain an absentee ballot for national and local elections:

<http://www.fvap.gov/>

<http://www.fvap.gov/links/statelinks.html>

http://www.fec.gov/voteregis/where_can_i_register_to_vote02.htm

<http://www.fec.gov/pages/faqabsentee.htm>

Notice/Reminder Full Book Applications

Seafarers who have at least 260 days of sea time in the past 24 months are eligible to apply for full book membership in the union. This of course includes members who were in the NMU when that union merged into the SIU's Atlantic, Gulf, Lakes and Inland Waters District (in 2001).

Members are encouraged to apply at any SIU hall. Please bring discharges or pay vouchers (or both) verifying the required sea time, along with two passport-size photos. In order to apply for full book membership, dues must be current, initiation must be paid in full and the member must be in good standing. There is a \$10 fee for each application; processing typically takes two to three weeks.

Sea time for any member working on equipment that formerly was covered by an NMU agreement and now is covered by an SIU/NMU contract counts toward eligibility for application.

Members are reminded that, among other potential benefits, full book membership helps allow Seafarers the right to vote for candidates for union office and the right to run for union office. This is an election year for the SIU.

For more information, please contact your port agent. A list of SIU halls is on page 15.

Reminder/CIVMAR News

Federal Employees' Group Life Insurance Program Sets 'Open Season'

As previously reported, the U.S. Office of Personnel Management (OPM) in late May announced the first open season for the Federal Employees' Group Life Insurance Program (FEGLI) since 1999. The FEGLI 2004 Open Season will take place from Sept. 1 through Sept. 30, 2004, to celebrate the 50th anniversary of the program.

"The Federal Employees' Group Life Insurance Program is just one of the federal benefits that employees can use to plan for the future and to anticipate the fulfillment of essential responsibility to their families," said OPM Director Kay Coles James in announcing the open season May 25. "This will give federal employees the opportunity to make any adjustments they need to better plan for the future."

The FEGLI program consists of basic life insurance coverage and three options that include cov-

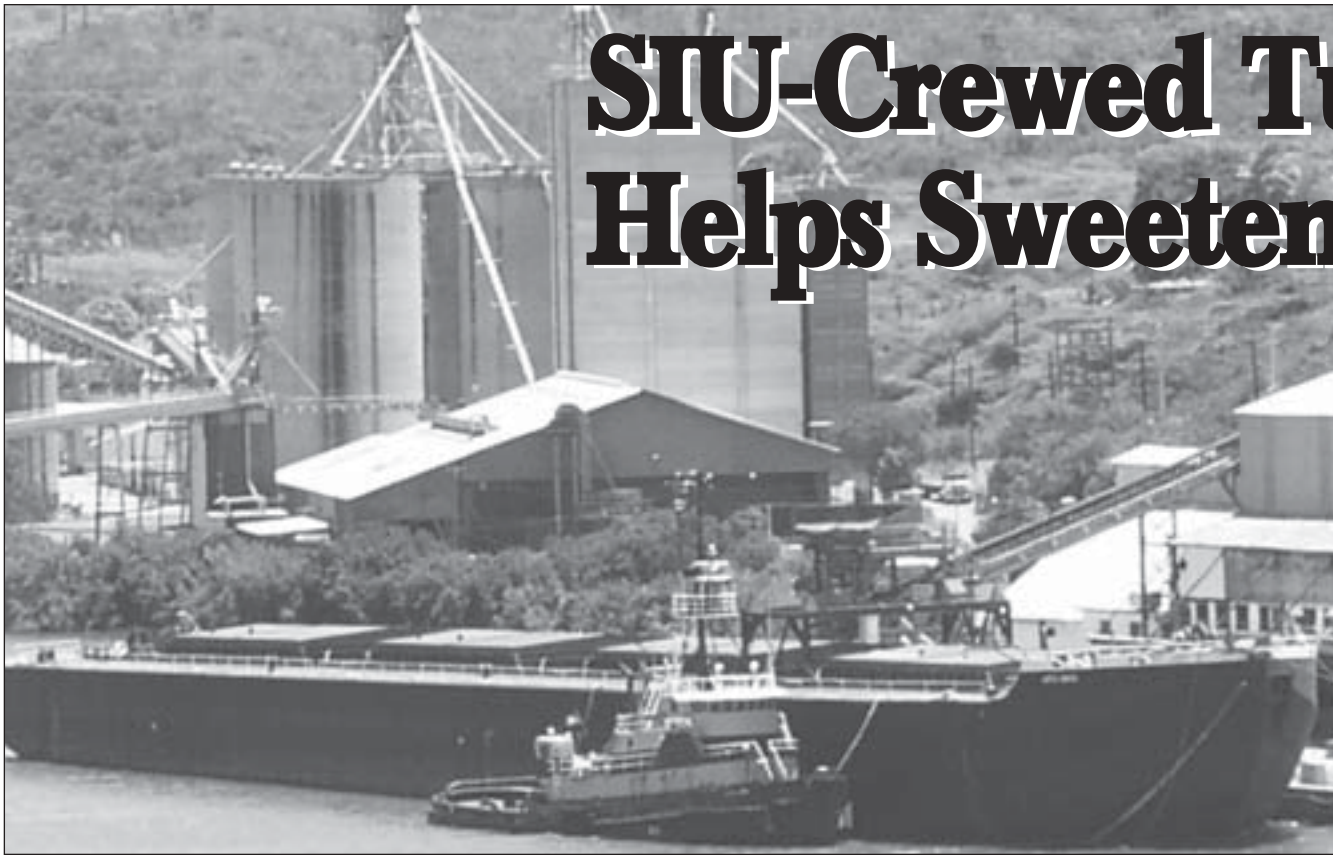
erage for up to five times an employee's base salary plus coverage for family members. In most cases, a new federal employee is automatically covered by basic life insurance. The types and amounts of coverages available are not changing.

During the open season, federal and U.S. Post Office employees in eligible positions may enroll in the FEGLI program or increase or change current coverage without having a physical or answering any questions about their health. The earliest that newly elected coverage will be effective is Sept. 1, 2005.

OPM offers much more information on line at <http://www.opm.gov/asd/htm/2004/04-203.asp>.

The federal government established the FEGLI program on Aug. 29, 1954. It is the largest group life insurance program in the world, covering over 4 million federal employees and retirees, as well as many of their family members.

SIU-Crewed Tug Falcon Helps Sweeten Lives



The SIU-crewed tug *Falcon* and its accompanying barge *ATC 1800* load sugar in the Dominican Republic and West Palm Beach, Fla. and carry the cargo to refineries in Baltimore and Yonkers, N.Y. The tug and barge are owned by Allied Transportation Co., based in Norfolk, Va.



Filled with sugar in its holds, barge *ATC 1800* is towed by the tug *Falcon*.



Keeping a fresh coat of paint on the tug's railings is AB-Mate Calvin Mason.



Ken Ford, the assistant engineer, replaces some gaskets.



Cook George Irwin presents a seafood extravaganza (top photo) from the bounty of the sea.



Capt. Lester Hollowell surveys operations on board the barge from the deck of the *Falcon*.



AB Ken Mason is never at a loss for work aboard deck.



Left: Making the tow connection are (from left) AB Ken Mason, Assistant Engineer Ken Ford and AB-Mate Calvin Mason



Todd E. Rich, the chief engineer aboard the tug *Falcon*, sent the photographs on this page to the *Seafarers LOG*.



Piney Point is a great place for Seafarers and their families to spend a summer vacation. AB Woody Hoffman's wife, Sharon, and son, Dylan, are enjoying their stay at the SIU-affiliated school and find fishing to be great fun. Dylan, at right, shows off his catch of the day.



SEAFARERS FAMILY photos

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

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

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



QMED Tyler Harden attended the June 2004 General Security Awareness course at the Mobile hall. With him are his son, Gunnar Harden (left), and friend Carson Reimers.



Chief Steward Lonnie Jones Sr. and his wife, Denise, are proud to announce the marriage of their daughter, Lisa, to Ron Casto. The wedding ceremony took place June 26 in Columbus, Ohio. In the back row are Ron (left) and Lonnie Jones Jr. The Joneses are a seafaring family. Not only does Lonnie Sr. sail as a chief steward, Denise used to sail on the Great Lakes as a 2nd cook and baker, Lisa worked as a cocktail waitress on the Hawaiian cruise ships in the 1990s, and Lonnie Jr. is currently sailing as a chief cook.



A Mother-Son Reunion: During Maritime Day celebrations last May at the Navy Yard in Washington, D.C., Unlicensed Apprentice John Ivey (class # 654) was among the representatives from the Paul Hall Center for Maritime Training and Education in Piney Point, Md. His mother, Kimberli Ivey from Bowie, Md., is a D.C. police officer and was on duty that day at the Navy Yard as well, and was able to take a few moments to join her son for this snapshot.

MARITIME

SIU, Paul Hall Center Step Up To Promote Shipboard, Port Safety

As vessel and port security in the United States are emphasized and scrutinized like never before, both the SIU and its affiliated Paul Hall Center for Maritime Training and Education vigorously have tackled their respective roles in helping promote safety aboard ship as well as in port.

The SIU and the school have answered this challenge on many fronts, including:

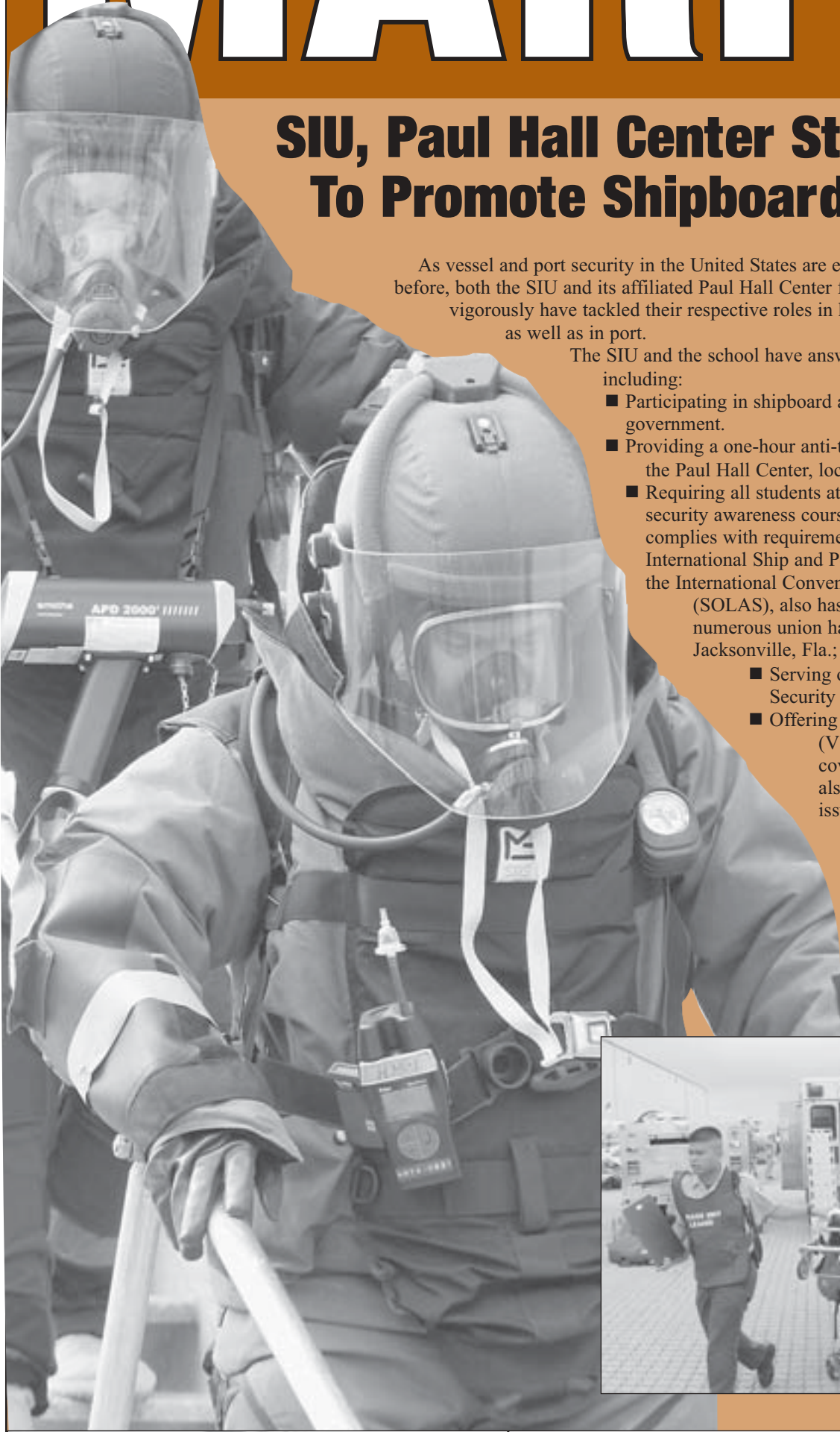
- Participating in shipboard anti-terrorism drills overseen by the government.
- Providing a one-hour anti-terrorism briefing to every student at the Paul Hall Center, located in Piney Point, Md.
- Requiring all students at the school to complete a general security awareness course. This two-hour curriculum, which complies with requirements spelled out in both the International Ship and Port Facility Security Code (ISPS) and the International Convention for the Safety of Life at Sea (SOLAS), also has been offered aboard ship and at numerous union halls including Houston; Mobile, Ala.; Jacksonville, Fla.; and Ft. Lauderdale, Fla.
- Serving on U.S. Coast Guard Area Maritime Security Committees across the country.
- Offering an eight-hour vessel security officer (VSO) class. That course specifically covers responsibilities of VSOs, but also includes other shipboard security issues. As with general security awareness training, the VSO class has been conducted both at Piney Point and aboard ship.
- Crafting company-specific security training.
- Conducting small-arms training (including 21-hour and seven-hour courses) that is approved by



the U.S. Military Sealift Command is the facility itself in Piney Point. Paul Hall Center Instructor Herb W noted, "Our security training covers terrorism and piracy issues, but also security relates to personal and vessel safety. We made the VSO course in particular very is that we've integrated companies' securities and procedures into the program. a very positive response both from the and the students."

Instructor Mitch Oakley pointed out Paul Hall Center began offering security long before the July 1, 2004 implementation of the Maritime Transportation Security Act (MTSA), which the Coast Guard enforces the ISPS Code (also in effect as of July

"Our industry was prepared in part what the union and school did," Oakley



Early last month, Seafarers participated in a major anti-terrorism exercise in Baltimore. The photos along the bottom of these two pages were taken during that drill.



SECURITY

"The students have been enthusiastic, the companies have stepped up to the plate and our people have stepped up."

In an Aug. 3 letter to the school, Edward Alford, corporate security director for SIU-contracted Crowley Maritime Corporation, noted that 220 Crowley mariners have completed VSO and general security awareness training conducted at various company sites.

"I can't say enough about the dedication, professionalism and diligence that Mitch displayed during this process and service," Alford wrote. He also cited the leadership of the school "in providing this critical training to our vessel crew employees."

Tony McQuay, SIU port agent in Jacksonville, stated, "The security training that has been done throughout the ports has been great for the members. They got the training they needed, locally, and they seemed very happy with it. We've had a very good turnout—over 40 people per class, with two classes per week going back to May."

Both ISPS Code and MTSA implementation are evolving throughout the industry. The deep sea, Great Lakes and inland sectors all are affected.

Walling observed, "Some companies are jumping aboard with the security training even if they are not yet required by regulation to do so. And regardless of whether or not a vessel is impacted by the regulations, the Coast Guard Captain of the Port can order vessel security inspections. No company is totally regulatory-free, in practice."

While the VSO in most cases will be a licensed officer, he typically will assign shipboard personnel with specific security duties (for example, gangway watch). Those who don't have security duties still are required to have an overall awareness of security issues.

"What we have now is a foundation to build on," said J.C. Wiegman, assistant director of training at the Paul Hall Center. "The Coast Guard continues to seek input from throughout the industry."

"But it's more than fair to say that the school and the SIU have taken a leadership role when it comes to security training," he continued. "There's a parallel here to the training record books which we began issuing in 1997, well ahead of the requirements of the amended STCW convention."

Walling concluded, "It comes down to awareness. With everyone who goes through that hall to secure a job, there should be a conversation relative to vessel security, reinforcing the importance of operational security issues—both generally and specifically to the ship they're going to and the job they will have aboard that ship. The training we offer is an important part of that process."



ABOVE: Seafarers at the Mobile, Ala. hall take part in a general security awareness course conducted by a Paul Hall Center instructor.



RIGHT: Small arms training at Piney Point is aimed at boosting security aboard military support ships.



ABOVE: Bosun's Mate Tony Sivola (left) assists Electrician Frank Coburn with safety gear during a shipboard and pier-side drill last month in Baltimore.



BELOW: AB Jerry Costello stands gangway watch during the drill.

ABOVE: Every student at the Paul Hall Center receives an anti-terrorism briefing.

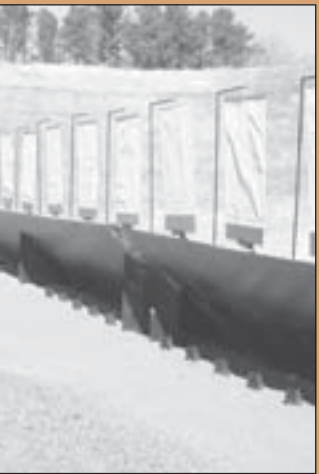


RIGHT: Pictured after the anti-terrorism exercise in Baltimore are (from left) Electrician Frank Coburn, Baltimore Mayor Martin O'Malley, SIU Baltimore Port Agent Dennis Metz and Baltimore City Fire Department Chief William Goodwin.



(MSC), as
Walling
not only ter-
rity as it
What has
ry effective
curity poli-
We've had
e companies

t that the
ty training
tation of
Act
ces through
y 1).
because of
ey said.



Canadian Wal-Mart Goes Union

Retailer May Fight Quebec Labor Board Accreditation

A Wal-Mart store near Quebec may become the first facility owned by the world's largest retailer to go union, according to the *Canadian Press*.

The Quebec Labor Relations Board on Aug. 2 accredited the United Food and Commercial Workers Union (UFCW) to represent the workers at the Saguenay outlet, which is located some 124 miles north of Quebec City, the report said. The announcement of the accreditation was made by the Quebec Federation of Labor, with

which the UFCW is affiliated. About 200 employees work at the facility.

"The union represents the large majority of the store's employees," said Marie-Josée Lemieux, president of the UFCW local in that region. "We hope that Wal-Mart will accept this decision and negotiate a labor contract with the union."

The labor board was scheduled to conduct a meeting late last month to rule on the job descriptions of those who can be covered

by negotiations.

The request for accreditation was filed July 6. The employer had contested the type of employees to be covered by negotiations and may appeal on that basis.

The local is expected to include all salaried workers except the store manager, assistant managers, department managers, office workers, auto shop employees, the night manager, customer service manager, human resources manager, security officers and those automatically excluded by law.

There are no unionized Wal-Mart stores, although a handful of meat workers at a Wal-Mart Super Center in Texas have joined the United Food and Commercial Workers. The world's largest retailer is expected to fight this ruling, the union conceded following the accreditation announcement.

In a related development, lawyers representing more than 200 illegal immigrants suing Wal-Mart said last month they would press on despite efforts by the retail giant to settle a separate federal investigation into the use of illegal workers by the retailer.

A report by the *Federal Times* said Wal-Mart is in talks with officials from the U.S. Department of Justice to settle the probe into whether it knowingly employed cleaning contractors in its stores that used illegal immigrants. A grand jury investigation in Pennsylvania was launched after more than 250 illegal workers, employed by outside clean-

ing contractors, were arrested in dawn raids last October at 61 Wal-Mart stores in 21 states.

According to the report, the settlement talks have discussed a fine of about \$10 million, with no admission of wrongdoing by Wal-Mart. Criminal charges are not expected to be brought against any senior Wal-Mart executives.

Elsewhere, a sex-discrimination case filed by current and former female employees against Wal-Mart in June was certified as a class action by a federal judge in San Francisco.

Among other allegations, the petition claims that, since 1998, female employees at Wal-Mart have been paid less than men and have been offered fewer promotions. As a class action, the case covers about 1.6 million women. It is the largest civil rights class action ever certified against a private employer, lawyers for the employees said. They estimate that Wal-Mart could be liable for an award of more than \$1 billion if the workers prevail in the case.

"I am thrilled," sources quoted attorney Joseph Sellers as saying following the ruling by Federal Judge Martin Jenkins. In his ruling, Judge Jenkins said the class can seek punitive damages as back pay for lost earnings and wage discrepancies. "This decision sets the stage for women at Wal-Mart to get their fair share of pay and promotions, which have been denied them for years," the counselor added.

Sellers is the attorney who represents plaintiffs in the case. He reportedly was among the first to file suit in June 2001 on behalf of a half-dozen women who claimed they were consistently held back from promotions and were paid less than their male counterparts. The suit prompted an outpouring of claims against Wal-Mart from women throughout the country.

Wal-Mart in early July asked a U.S. appeals court to throw out the federal court ruling, denying that it discriminated against female employees.

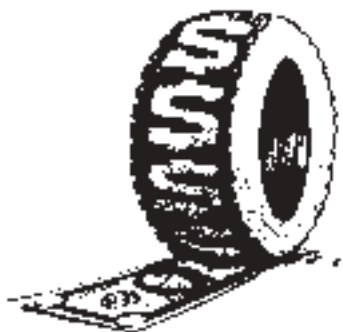
As of press time, no decision had been reached on the Wal-Mart request by the U.S. Court of Appeals. Retail experts, however, already are weighing in on the situation. Sources say experts are of the opinion that a nationwide class-action sex-discrimination lawsuit against Wal-Mart could lead to changes within the world's largest retailer and among competitors.

"If the allegations are true, it will very fast lead to radical improvement of the situation," said Kurt Barnard, president of Retail Forecasting LLC in Upper Montclair, N.J. "It is absolutely in (Wal-Mart's) best interest to resolve this as fast as possible."

Another analyst noted that those changes may already have begun before the federal judge made his decision to grant class-action status to a suit filed three years ago.

Union Plus Goodyear Service Discounts

Support Union Workers and Save



Save money on tires, repairs, oil, lube and filter service. Plus, you can support United Steelworkers of America members who make many Goodyear Tires.



For information visit www.unionplus.org/goodyear

Working For Working Families

Authority, Responsibilities Increase for USCG

Continued from page 5

- Directs the USCG to conduct vulnerability assessments of waters adjacent to nuclear facilities in the United States.

- Requires Area Maritime Security Advisory Committees to include members from the port industry, terminal operators, port labor organizations, and other users of port areas.

- Requires the USCG to submit a report to Congressional committees of jurisdiction regarding the establishment of joint operational centers for port security,

and an estimate of the number, location and costs of such centers that would be necessary to implement port security measures outlined in the Marine Transportation Security Act of 2002.

- Directs the USCG to conduct certain investigations and pilot projects to enhance the security at American ports. Authorizes an amount of \$35 million for each of the next four fiscal years to award grants and to fund programs that would investigate or demonstrate methods of improving port security.

- Requires the USCG—within 180 days of the enactment of

the act—to submit a number of vessel and intermodal reports, plans and evaluations to jurisdictional Senate and House committees and take action regarding the security of marine intermodal transportation, specifically the security of cargo containers.

- Authorizes the President to delegate the authority to issue rules and regulations under 50 USC 191 to the secretary of the department in which the USCG is operating. This statute allows for the emergency regulation of vessels in time of national emergency.

Working on the Dodge Island



AB Tommy Davis has his hands full as he works in Norfolk, Va. on the *Dodge Island*, a NATCO/Great Lakes Dredge and Dock Co. dredge. The heat was unforgiving, according to OS Brett Solle, who sent this photo to the *Seafarers LOG*.

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 seatime 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

JULY 16 — AUGUST 15, 2004

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	3	0	1	1	0	0	1	3	2
Anchorage	0	3	3	0	1	0	0	0	7	4
Baltimore	6	3	2	1	1	1	0	14	8	3
Guam	0	8	1	2	7	2	0	0	6	0
Honolulu	7	9	0	6	3	2	3	11	16	3
Houston	24	12	15	25	12	6	12	43	26	35
Jacksonville	28	29	12	28	29	8	11	64	49	28
Joliet	0	1	0	0	0	0	0	0	1	2
Mobile	11	8	3	15	8	2	4	17	12	4
New Orleans	17	17	9	16	8	4	6	25	23	18
New York	31	12	21	24	11	2	9	53	28	43
Norfolk	14	16	8	10	14	2	8	22	30	14
Philadelphia	4	2	1	2	3	1	0	9	4	2
Piney Point	1	8	1	1	8	2	0	2	12	1
Puerto Rico	11	8	1	6	7	0	2	18	12	2
San Francisco	15	12	4	17	5	3	11	34	17	6
St. Louis	3	5	1	2	4	2	0	2	3	3
Tacoma	33	21	22	19	18	9	8	60	41	35
Wilmington	19	21	11	19	18	7	9	37	35	19
Totals	224	198	115	194	158	53	83	412	333	224
ENGINE DEPARTMENT										
Algonac	2	1	2	1	0	0	0	1	2	2
Anchorage	0	2	1	0	0	0	0	0	2	1
Baltimore	3	0	1	2	2	0	0	6	6	1
Guam	1	0	0	1	1	0	0	1	0	0
Honolulu	7	7	1	4	6	0	1	11	4	2
Houston	13	7	9	11	2	8	5	20	16	14
Jacksonville	17	19	3	20	23	2	12	31	36	9
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	8	6	1	9	6	0	1	13	8	2
New Orleans	8	10	4	7	10	2	5	9	15	5
New York	8	9	6	6	7	0	4	18	17	14
Norfolk	8	12	2	8	14	1	4	11	18	4
Philadelphia	1	2	0	3	2	0	3	2	4	0
Piney Point	1	1	0	1	0	0	1	1	3	0
Puerto Rico	6	3	0	3	4	0	2	8	1	0
San Francisco	14	7	3	10	6	1	3	15	10	3
St. Louis	2	1	0	0	2	1	0	2	0	1
Tacoma	10	20	7	9	13	2	12	19	30	9
Wilmington	10	6	7	5	8	5	7	17	13	12
Totals	119	113	47	100	106	22	60	185	186	79
STEWARD DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	2	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	3	0	2	1	0	0	5	2	0
Guam	0	1	0	0	0	0	0	0	2	0
Honolulu	11	6	0	15	4	0	2	15	9	1
Houston	17	5	7	12	2	1	5	28	9	9
Jacksonville	23	14	5	20	5	2	7	29	23	12
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	4	6	1	10	5	0	3	4	7	1
New Orleans	6	6	2	6	4	0	3	13	8	2
New York	13	7	3	12	3	1	6	30	13	4
Norfolk	11	11	3	4	5	1	2	16	14	5
Philadelphia	4	0	0	3	1	1	1	4	1	0
Piney Point	3	1	0	3	0	0	1	3	2	2
Puerto Rico	0	1	0	4	2	0	1	0	2	0
San Francisco	25	6	2	19	1	1	3	40	13	4
St. Louis	0	0	1	0	1	1	0	1	1	0
Tacoma	19	5	4	18	3	0	10	26	11	7
Wilmington	15	7	4	18	2	0	6	25	14	9
Totals	154	79	32	146	39	8	50	239	133	57
ENTRY DEPARTMENT										
Algonac	0	1	3	0	0	1	0	0	3	3
Anchorage	0	2	4	0	1	1	0	0	2	5
Baltimore	0	1	3	0	1	0	0	0	3	7
Guam	0	0	0	0	1	0	0	0	0	2
Honolulu	2	10	6	2	6	3	0	7	18	14
Houston	3	13	16	2	10	5	0	5	21	41
Jacksonville	3	17	18	3	9	6	0	5	36	40
Joliet	0	0	1	0	0	0	0	0	0	1
Mobile	1	8	2	1	6	2	0	0	5	2
New Orleans	0	9	12	0	6	4	0	3	12	21
New York	2	27	31	2	14	1	0	7	52	80
Norfolk	0	4	8	0	2	6	0	0	11	17
Philadelphia	0	3	1	0	3	0	0	0	1	2
Piney Point	0	4	22	0	11	29	0	0	7	36
Puerto Rico	2	2	2	0	2	1	0	5	5	1
San Francisco	7	13	8	4	5	3	0	7	32	14
St. Louis	0	0	2	0	0	2	0	0	0	2
Tacoma	2	19	18	6	5	2	0	10	36	49
Wilmington	2	8	8	2	3	0	0	5	16	31
Totals	24	141	165	22	85	66	0	54	260	368
Totals All Departments	521	531	359	462	388	149	193	890	912	728

*"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.

October & November 2004 Membership Meetings

- Piney PointMonday: October 4, November 8
- AlgonacFriday: October 8, November 12
- BaltimoreThursday: October 7
Friday: November 12*
*(change created by Veterans' Day holiday)
- Boston.....Friday: October 8, November 12
- DuluthWednesday: October 13, November 17
- GuamThursday: October 21
Friday: November 26*
*(change created by Thanksgiving Day holiday)
- HonoluluFriday: October 15, November 19
- HoustonMonday: October 11, November 15
- JacksonvilleThursday: October 7
Friday: November 12*
*(change created by Veterans' Day holiday)
- JolietThursday: October 14, November 18
- MobileWednesday: October 13, November 17
- New Orleans.....Tuesday: October 12, November 16
- New York.....Tuesday: October 5, November 9
- NorfolkThursday: October 7
Friday: November 12*
*(change created by Veterans' Day holiday)
- PhiladelphiaWednesday: October 6, November 10
- Port Everglades.....Thursday: October 14, November 18
- San FranciscoThursday: October 14, November 18
- San Juan.....Thursday: October 7
Friday: November 12*
*(change created by Veterans' Day holiday)
- St. Louis.....Friday: October 15, November 19
- TacomaFriday: October 22, November 26
- WilmingtonMonday: October 18, November 22

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

Personals

OGDEN W. "BUZZY" LAFYE

Please contact Mary Jane at (707) 838-3669.

VIRGINIA TAGLIABUE

Jimmy Williams, an old shipmate of yours aboard the SS Independence, is trying to get in touch with you. Please call him at (808) 631-9216.

Recognizing the U.S. Merchant Marine



The memorial pictured above, honoring the U.S. Merchant Marine and the U.S. Navy Armed Guard is scheduled to be formally dedicated Sept. 18 in the Ohio Western Reserve National Cemetery in Rittman, Ohio. The monument was purchased by the Canton (Ohio) Hall of Fame Chapter of the U.S. Merchant Marine and U.S. Navy Armed Guard Veterans of World War II. Thanks to Eli L. Rantanes, a U.S. Merchant Marine veteran and AMO retiree, for sending this photo to the LOG.

**Seafarers International Union
Directory**

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JULY 16 — AUGUST 15, 2004

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	0	0	0	0	0	0	2	0	0	0
Houston	14	1	5	18	2	5	11	34	6	27
Jacksonville	3	1	3	4	0	3	3	9	3	0
New Orleans	5	2	8	5	1	5	6	14	4	12
New York	22	2	4	16	2	4	11	40	3	0
Norfolk	1	0	3	4	0	3	2	5	0	0
Tacoma	0	0	3	0	0	4	1	1	0	1
Wilmington	12	6	4	8	4	4	5	20	8	0
Totals	57	12	30	55	9	28	41	123	24	40
ENGINE DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	5	2	6	7	4	5	6	12	3	16
Jacksonville	1	1	3	5	0	3	4	6	4	1
New Orleans	2	1	4	0	3	1	0	5	1	10
New York	6	2	1	2	0	1	1	15	6	0
Norfolk	0	0	2	1	0	2	2	1	0	0
Tacoma	1	0	1	2	0	0	1	4	0	1
Wilmington	3	1	1	4	1	1	2	12	3	0
Totals	18	7	18	21	8	13	16	55	17	28
STEWARD DEPARTMENT										
Boston	0	0	0	0	0	0	1	0	0	0
Houston	2	0	3	6	6	0	1	8	1	21
Jacksonville	2	1	4	1	1	4	2	8	1	1
New Orleans	4	1	1	3	0	1	0	7	2	9
New York	8	5	1	3	4	1	1	19	17	0
Norfolk	2	0	1	1	0	1	1	2	0	1
Tacoma	0	1	1	1	1	1	0	2	2	0
Wilmington	3	0	1	1	0	1	0	9	6	0
Totals	21	8	12	16	12	9	6	55	29	32
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	1	0	0	0
Jacksonville	0	0	0	0	0	0	2	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	1	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	2	0	0	0
Totals	0	0	0	0	0	0	6	0	0	0
Totals All Departments	126	27	60	92	29	50	69	233	70	100

PIC-FROM-THE-PAST

This photo was sent to the LOG by Pensioner **John Risbeck** of Bellingham, Wash. It was taken at sea Nov. 29, 1949 aboard the SS *Robin Locksley*. Risbeck was sailing as a bosun aboard that vessel, which was en route to South Africa.

In a note accompanying the photo, Risbeck says that he had "a very good life being a seaman and a member of the Seafarers International Union from 1941" until his retirement in 1981. And he is able to see the changes—for the better—in the lives of merchant mariners.

Risbeck, who is now 83 and a computer user, requests that "anyone out there young enough or old enough who will know me" to get in touch with him by e-mail at:

hansyr@aol.com



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

RONALD BELCHER, 64, joined the SIU in 1986 in the port of Houston after serving in the U.S. Navy. His first voyage was aboard the *Mayaguez*. Brother Belcher was born in Flint, Mich. The engine department member, who upgraded his skills at the Paul Hall Center in Piney Point, Md., last sailed aboard the *USNS Capella*. He makes his home in Jacksonville, Fla.

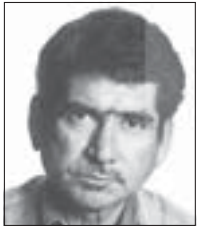


WILLIAM CRUICKSHANK, 64, began his seafaring career in 1962 in Seattle after serving in the U.S. Army.

Brother Cruickshank's first ship was the *Mt. McKinley*. He enhanced his skills on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. Born in Ohio, he sailed in the deck department, most recently on the *Westward Venture*. Brother Cruickshank currently lives in the Philippines.

CESAR GUTIERREZ

REZ, 65, joined the union in 1970 in New Orleans. Brother Gutierrez first sailed on the *Sulphur Enterprise*. His last ship was the *Steel Maker*. The deck department member was born in La Ceiba, Honduras and now resides in Kenner, La.



JOHN KELLY, 55, was born in Boston, Mass. and joined the SIU in 1969 in the port of New York. He first sailed aboard the *Eagle Voyage*. The deck department member was a frequent upgrader at the Paul Hall Center, completing his bosun recertification there in 1996. Prior to retiring, Brother Kelly worked on the *Horizon Reliance*. He makes his home in Puyallup, Wash.



FRANK KRAEMER, 62, began his seafaring career in 1968 in New Orleans. The engine department member

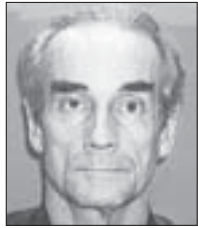
was born in New Orleans and upgraded his skills a number of times at the Seafarers-affiliated school in Piney Point. His most recent voyage was on the *USNS Altair*. Brother Kraemer is a resident of Metairie, La.

ELIAS LIMON

61, hails from Galveston, Texas. Brother Limon joined the SIU in 1965 in the port of New York, first sailing on the *Sea-Land Defender*. He worked in the deck department and upgraded his skills at the Paul Hall Center.



A resident of Lamerque, Texas, Brother Limon last worked aboard the *Del Alba*.



ROY MITCHELL, 61, joined the SIU in 1966 in the port of Wilmington, Calif. Brother Mitchell was born in South

Dakota and is a veteran of the U.S. Marine Corps. The deck department member enhanced his skills at the Seafarers-affiliated school in Piney Point. Brother Mitchell, who last sailed on the *Independence*, makes his home in San Francisco.

BOB RACKLIN

62, was born in Alabama and joined the SIU in 1970 in the port of San Francisco. He initially sailed aboard the *Afoundria*. A U.S. Army veteran, Brother Racklin shipped in the steward department. His last voyage was on the *Maersk Alaska*. Brother Racklin currently lives in Pittsburg, Calif.



JOSE RAMOS, 65, began his SIU career in 1978 in the port of New York. Born in Puerto Rico, Brother Ramos

worked in the steward department, most recently sailing aboard the *Horizon Producer*. Brother Ramos is a resident of Patillas, PR.

ADOLFO SCHULTZE

72, joined the union in 1991 in the port of New York. Brother Schultze, who was born in Argentina, first sailed aboard the *Senator*. The engine department member last went to sea on the *Commitment*. Brother Schultze calls North Miami Beach, Fla. home.



TERRY SMITH, 65, began his seafaring career in 1968 in the port of Houston. The steward department member was a frequent upgrader at the Paul Hall Center, completing his steward recertification training there in 1984. Brother Smith most recently worked on the *Liberty Grace*. He was born in La Porte, Ind. and now makes his home in Baytown, Texas.



THOMAS TAYLOR, 66, joined the union in 1965 in the port of Philadelphia after serving in the U.S. Army. Brother

Taylor initially sailed on the *Globe Carrier*. He enhanced his

skills on numerous occasions at the Paul Hall Center. Born in Norfolk, Va., Brother Taylor worked in the engine department. His last ship was the *Sam Houston*. Brother Taylor resides in Virginia Beach, Va.

SUZANNE VAN SCHOOR

68, began her career with the SIU in 1989 in Puerto Rico. Sister Van Schoor, who was born in Germany, shipped in the steward department. She first sailed aboard the *Independence*. A resident of Honolulu, Sister Van Schoor last worked on the *Tyco Dependable*.



RAFAEL VEGA, 64, joined the SIU in 1964 in his native Puerto Rico. Brother Vegas initially sailed on the *Western Plant*.

The deck department member last sailed aboard the *Horizon Discovery*. He continues to live in Puerto Rico.

LARRY VOUGA

63, started his SIU career in 1963 in the port of New York after serving in the U.S. Marine Corps. Brother Vouga was born in St. Louis and shipped in the deck department. His first vessel was the *Adventurer*; his last was the *Horizon Hawaii*. Brother Vouga calls Tampa, Fla. home.



WALTER WEAVER, 60, hails from Detroit, Mich. Brother Weaver joined the SIU in 1965 in San Francisco. He

Welcome Ashore

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

worked in both the Great Lakes and deep sea divisions. Brother Weaver first shipped aboard the *Buck Monitor*. The deck department member last went to sea on the *Endurance*. Brother Weaver makes his home in Oscoda, Mich.

GREAT LAKES

ROGER BLIX

64, joined the union in 1991 in the port of Duluth, Minn. Brother Blix first sailed aboard the *Kinsman Independent*. Born in Wisconsin, he shipped in the steward department. Brother Blix's last voyage was on American Steamship's *Indiana Harbor*. He was born in Minnesota and now lives in Superior, Wis.



INLAND



HARVEY BRYAN, 65, was born in Maryland and began his SIU career in 1962 in the port of Baltimore. Boatman

Bryan, who worked in the engine department, is a U.S. Navy veteran. He resides in Pineville, W.Va.

RAMON DIAZ

65, joined the SIU in 1976 in Puerto Rico, sailing primarily aboard Crowley Towing vessels. The Puerto Rican-born mariner shipped in the deck department as a captain. Boatman Diaz calls Bayamon, P.R. home.



AUDREY HARBOR, 69, launched her seafaring career in 1988 in her native New Orleans. She worked in

the steward department, primarily aboard Delta Queen Steamship Co. vessels. Sister Harbor continues to reside in Louisiana.

GERALD MILLER, 60, hails from Gretna, La. Boatman Miller joined the union in 1967 in New Orleans. He was a member of the engine department, last working aboard a Crescent Towing Co. vessel. Boatman Miller makes his home in Ponchatoula, La.

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

EUGENE JONES

55, began sailing with the NMU in 1969 from Port Arthur, Texas. Brother Jones was born in Mobile, Ala. The steward department member's initial voyage was aboard the *Texaco Connecticut*. Brother Jones last went to sea on the *Howell Lykes*.



ANGEL SOTO, 65, was born in Puerto Rico. Brother Soto embarked on his career with the NMU in 1967. He first sailed on the *Exilona* out of the port of New York. Brother Soto worked in the steward department. His final voyage was aboard the *Endeavor*.

JAMES WILLIAMS

62, joined the NMU in 1978. He first sailed from the port of Philadelphia on the *Coronado*. Brother Williams worked in the steward department.



Reprinted from past issues of the Seafarers LOG.

1943

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

1956

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

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

THIS MONTH IN SIU HISTORY

1967

Seafarers at regular monthly meetings in all constitutional ports enthusiastically voted to endorse and support the newly formed Maritime Defense League. In approving the purposes

of the new organization, the membership called for maximum publicity in support of the league by all Seafarers.

The new organization is a voluntary body set up to assure that maritime workers, faced with legal problems or charges threatening their personal liberties, are assured their fundamental American rights to counsel and other assistance. Robert A. Matthews, SIU vice president in charge of contracts and contract enforcement, has been selected chairman of the Maritime Defense League, and offices have been established on One Hanson Place in Brooklyn, N.Y.

Final Departures

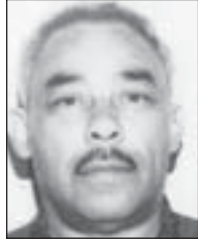
Deep Sea

ALBERT AYLER



Pensioner Albert Ayler, 84, died May 15. Brother Ayler began his career with the SIU in 1943 in the port of New York. The Alabama-born mariner first sailed aboard the *Alcoa Patriot*. He shipped in the steward department and last worked on the *Cove Navigator*. Brother Ayler called Whistler, Ala. home. He started receiving his pension in 1984.

SANTIAGO CADIZ



Brother Santiago Cadiz, 66, passed away June 6. He joined the SIU in 1969 in the port of New York. Brother Cadiz first sailed on the *Wild Ranger* in the steward department. His last voyage was aboard the *Sea-Land Quality*. Brother Cadiz was born in Puerto Rico and lived in Brooklyn N.Y.

SIXTO CHARNECO



Pensioner Sixto Charneco, 78, died June 10. Brother Charneco launched his seafaring career in 1951 in the port of New York. Born in Puerto Rico, he worked in the steward department, initially sailing aboard the *Rebel*. Prior to retiring in 1982, Brother Charneco worked on the *Aguaquilla*. He resided in his native commonwealth.

RAMON DELAPAZ



Pensioner Ramon DeLaPaz, 74, passed away July 7. Brother DeLaPaz joined the SIU in 1957 in the port of Philadelphia.

Born in Puerto Rico, the steward department member first sailed on the *Steel Apprentice*. Brother DeLaPaz began receiving his pension in 1996. He made his home in New York.

CANEY GRANGER



Pensioner Caney Granger, 81, died April 24. Born in Louisiana, Brother Granger began his seafaring career in 1953, first sailing

aboard the *Ft. Hoskins*. Brother Granger worked in the deck department. His last voyage was on the *Sea-Land Consumer*. Brother Granger called Oberlin, La. home. He started receiving compensation for his retirement in 1990.

ERNEST KAM

Pensioner Ernest Kam, 92, passed away May 16. Brother Kam joined the SIU in 1955 in the port of Wilmington, Calif. He worked primarily aboard Delta Steamship Lines vessels as a member of the steward department. Brother Kam was born in Hawaii and lived in Walnut Creek, Calif. He started receiving retirement stipends in 1986.

PAUL LABORDE



Pensioner Paul Laborde, 69, died May 26. Brother Laborde began sailing with the SIU in 1951 in New Orleans, after serving in the U.S. Army.

He was born in Louisiana and worked in the deck department. Brother Laborde first went to sea aboard the *Duchess*. He last shipped on the *Las Vegas Victory*. Brother Laborde resided in his native state and began receiving his pension in 1994.

WAYMON LEE



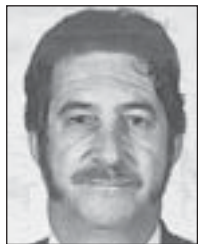
Pensioner Waymon Lee, 75, passed away June 24. Brother Lee began sailing with the SIU in 1947 in the port of New York. Born in

Georgia, he worked in the deck department, last sailing on the *OMI Ranger*. Brother Lee made his home in Roseville, Calif. He went on pension in 1987.

WALTER LINDBERG

Pensioner Walter Linberg, 72, died April 15. Brother Lindberg joined the SIU in 1966 in the port of Philadelphia, after serving in the U.S. Army. Born in Minnesota, he initially worked aboard the *Santa Emilia*. Before retiring in 1997, the engine department member worked on the *Santa Magdalena*. Brother Lindberg resided in Clearlake, Calif.

PHILIP LIVINGSTON



Pensioner Philip Livingston, 78, passed away June 23. Brother Livingston began his career with the Seafarers in 1947 in the port of Norfolk, Va.

He first went to sea aboard the *Margarett Brown*. Brother Livingston was born in Massachusetts and worked in the steward department. His last voyage was on the *Manulani*. Brother Livingston made his home in Palmdale, Calif. and started receiving compensation for his retirement in 1990.

MARCO MORA

Pensioner Marco Mora, 82, died April 21. Brother Mora was born in Costa Rica. He joined the union in 1959 in New Orleans. Brother Mora originally sailed on an Alcoa Steamship Co. vessel in the deck department. Prior to retiring in 1987, he sailed with Michigan Tankers. Brother Mora called Costa Rica home.

EVA MYERS



Sister Eva Myers, 45, passed away June 3. She embarked on her seafaring career in 1982 in Piney Point, Md. A member of the steward

department, She initially went to sea aboard the *Sea-Land Producer*. Sister Myers was born in Annapolis, Md. and made her home in Stevensville, Md. She last sailed on the *Integrity*.

ANACLETO PORALES

Pensioner Anacleto Porales, 81, died June 12. Brother Porales began his

career with the Marine Cooks and Stewards (MC&S) in 1962 in San Francisco. The U.S. Army veteran initially worked on the *Santa Mercedes*. Brother Porales was a member of the steward department. He last worked aboard the *President McKinley*. Brother Porales began receiving compensation for his retirement in 1981. He was born in Honolulu and resided in Kent, Wash.

JACK RHODES



Pensioner Jack Rhodes, 71, passed away April 14. Brother Rhodes launched his profession with the SIU in 1955 in the port of New York. A

veteran of the U.S. Air Force, Brother Rhodes was born in Maryland and shipped in the deck department as a bosun. He last sailed on the *LNG Virgo*. Brother Rhodes began receiving retirement stipends in 1997. He called Glen Burnie, Md. home.

FRANK SCHANDL



Pensioner Frank Schandl, 76, died June 2. Brother Schandl joined the SIU in 1944 in the port of New York after serving in the U.S. Navy. Born in

New York, his first voyage was aboard the *Hastings*. The deck department member last sailed aboard the *Cape Washington*. Brother Schandl went on pension in 1983 and called Walker, Texas home.

GREGORIO TROCHE

Pensioner Gregorio Troche, 80, passed away June 8. Brother Troche embarked on his seafaring career in 1942 in New Orleans. Born in Puerto Rico, the deck department member initially shipped on the *Alcoa Pegasus*. Brother Troche's last voyage was on the *Buyer*. He began receiving his pension in 1987 and made his home in Mobile, Ala.

EUSEBIO VELAZQUEZ



Pensioner Eusebio Velazquez, 91, died May 28. Brother Velazquez became an SIU member in 1951 in New Orleans. The engine department member first went to sea on a Pan Shipping vessel. Prior to retiring in 1977, Brother Velazquez worked on a Waterman Steamship Corp. vessel. He was born in Puerto Rico and made his home in Metairie, La.

INLAND

HENRY ELBOURNE



Pensioner Henry Elbourne, 76, died June 5. Born in Maryland, Boatman Elbourne joined the SIU in 1962 in the port of Baltimore. The

deck department member worked mainly aboard Maritrans vessels. Boatman Elbourne began receiving retirement compensation in 1993 and lived in his native state.

HARRY CONSTANTINE

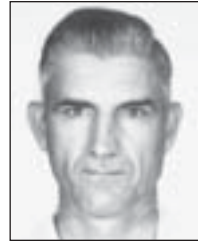
Pensioner Harry Constantine, 86, passed away July 18. Boatman

Constantine began his career with the SIU in 1974 in the port of Philadelphia. A veteran of the U.S. Navy, he shipped in the steward department and worked primarily on Maritrans vessels. Boatman Constantine was born in Chester, Pa. and went on pension in 1988. He resided in Boothwyn, Pa.

ORVILLE PRUITT

Pensioner Orville Pruitt, 81, passed away June 8. Boatman Pruitt joined the SIU in 1966 in Baltimore. Born in Virginia, he was a veteran of both the U.S. Navy and U.S. Coast Guard. Boatman Pruitt initially worked on a Maritrans vessel. The deck department member shipped in both the inland and deep sea divisions. Before retiring in 1979, Boatman Pruitt sailed aboard a Michigan Tankers vessel. He called Accomack, Va. home.

CHARLES RETHERFORD



Pensioner Charles Retherford, 79, died May 22. Boatman Retherford was born in Newton, Texas. He joined the SIU in 1964 in Port

Arthur, Texas. Boatman Retherford worked primarily aboard Higman Barge Lines vessels. He sailed in the deck department as a captain. Boatman Retherford started receiving compensation for his retirement in 1984. He made his home in Orange, Texas.

LEE SCOPOLITES



Pensioner Lee Scopolites, 93, passed away June 14. A veteran of the U.S. Army, Boatman Scopolites launched his career with the Seafarers in 1966 in the port of Mobile, Ala. The Alabama-born mariner originally worked on the *Steel Survey*. Boatman Scopolites shipped in both the steward and deck departments. He last worked aboard a Red Circle Transport vessel. Boatman Scopolites went on pension in 1985. He resided in Mobile.

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

ROBERT ALBRIGHT



Pensioner Robert Albright, 86, passed away July 1. He joined the NMU in 1969 and first sailed aboard a Victory ship.

Brother Albright was born in Mississippi and worked in the steward department. He last went to sea on the *Keystoner* and began collecting compensation for his retirement in 1980.

BERT BARRETT



Pensioner Bert Barrett, 75, died June 25. Born in Michigan, Brother Barrett first sailed from the port of Toledo, Ohio in 1962. His first ship was the

Jay C. Morse. The engine department member's final voyage was on

the *John Lykes*. Brother Barrett went on pension in 1995.

MITCHEL BLAND



Pensioner Mitchel Bland, 77, died June 7. Brother Bland began his seafaring career with the NMU in 1966, initially shipping from the port of Seattle. Born in Mississippi, he worked in the deck department. Brother Bland's last trip to sea was aboard the *Chestnut Hill*. He started receiving his pension in 1992.

MANUEL DAVILA



Pensioner Manuel Davila, 89, passed away June 4. Brother Davila started sailing with the NMU from San Francisco. The engine department member was born in Honduras. Brother Davila most recently worked aboard the *Texaco Connecticut*. He went on pension in 1995.

CHARLES GRAY



Pensioner Charles Gray, 81, died May 12. Brother Gray began his career with the NMU in 1945 in the port of Baltimore. Born in Virginia, he first sailed aboard the *Cornelius Harnett*. Brother Gray worked in the steward department and began receiving his pension in 1969.

LEOETHA JENKINS



Pensioner Leotha Jenkins, 76, passed away June 21. Brother Jenkins joined the NMU in 1946, initially sailing from Galveston, Texas. His first ship was the *Bradford Island*. Brother Jenkins worked in the engine department. Before retiring in 1968, he shipped aboard the *Hess Voyager*.

ANDREW MONIZ



Pensioner Andrew Moniz, 82, died July 9. Born in Hawaii, Brother Moniz joined the NMU in 1946 in the port of Honolulu. He first sailed aboard the *T.P. Leathers* in the engine department. Brother Moniz's last trip to sea was on the *Cape San Martin*. He went on pension in 1968.

GABINO PAGAN



Pensioner Gabino Pagan, 87, passed away June 28. He joined the NMU in 1947 in the port of Philadelphia. Born in Hatillo, P.R., Brother Pagan worked in the engine department, last sailing aboard the *Santa Clara*. He started receiving his pension in 1968.

LISTON PETERSON

Pensioner Liston Peterson, 74, died

Continued on page 20

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

AMERICAN TERN (Osprey Ship Management), June 28—Chairman **Robert S. Vazquez**, Secretary **Christopher B. Amigable**, Deck Delegate **Erick F. Toledo Colon**, Engine Delegate **Edward H. Thompson**. Chairman announced July 13 arrival in Charleston, S.C. Educational director urged crew members to upgrade at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Communications received from headquarters read and posted on bulletin board. Suggestions made to improve dental plan and to check with contracts department regarding hazardous duty pay for sailing to Iraq. Next ports: Charleston; Norfolk, Va.; Greenland.

GREEN LAKE (Central Gulf Lines), June 27—Chairman **David C. Shawglass**, Secretary **Alan J. Wolansky**, Deck Delegate **Ralph A. Holzinger**, Engine Delegate **Vernal R. Marshall**, Steward Delegate **Roosevelt L. Allen**. Chairman thanked crew for great trip. Treasurer stated \$800 in ship's fund with no decision yet as to how to spend it. No beefs or disputed OT reported. Steward department given vote of thanks for good job.

MAERSK VIRGINIA (Maersk Lines), June 20—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins**, Deck Delegate **Juan I. Arzu**, Engine Delegate **James R. Oling**, Steward Delegate **Mohamed A. Ahmed**. Chairman announced July 2 payoff in Charleston, S.C. as well as a crew change and additional payoff July 6 in Newark, N.J. He thanked all departments for excellent job on security. Crew members reminded to make sure relief crew has fresh linen and that rooms are clean. Educational director stressed importance of making sure all necessary shipping documents are current and to allow plenty of time for renewing them. Treasurer stated \$1,491 in ship's fund. No beefs or disputed OT reported. Clarification read to crew from standard freightship agree-

ment regarding tours of duty and sailing board postings. Request made to get refrigerators for rooms. Recommendation made regarding security training of ABs.

DEFENDER (USSM), July 11—Chairman **Robert S. Wilson**, Secretary **Raymond S. Garcia**, Educational Director **Daniel P. Gibbons**, Deck Delegate **Kermitt Q. Bengtson**, Engine Delegate **Romeo N. Rivera**, Steward Delegate **Arthur L. Edwards**. Chairman thanked crew for safe trip and for keeping rooms clean. Secretary reported smooth sailing. Educational director informed crew members to notify U.S. Coast Guard if they lose STCW certificates and that, when filing for passports, to get the one with extra pages for unexpected visa entries. No beefs or disputed OT reported.

EXPLORER (USSM), July 4—Chairman **Robert Pagan Jr.**, Secretary **William R. Burdette**, Educational Director **Jimmy M. Robles**, Deck Delegate **Milton A. Seril**, Engine Delegate **Samuel Garrett**. Chairman reported smooth trip with no problems. He thanked Chief Cook **James Boss** for excellent food and announced payoff July 6 in Los Angeles. Educational director encouraged members to utilize resources of Piney Point as a vacation site. Treasurer stated \$447 in joint ship's fund. The engine department reported several beefs. No beefs or disputed OT reported by deck or steward department delegates. Suggestion made for contracts department to look into change of shipping rules. Next ports: Los Angeles and Oakland, Calif.

INDEPENDENCE (USSM), July 11—Chairman **Edward J. O'Connor Jr.**, Secretary **Jonny Cruz**, Educational Director **Carlos M. Perez**, Deck Delegate **Joel H. Fahselt**, Engine Delegate **Daniel F. Avery**, Steward Delegate **Husain Salah**. Chairman informed crew to expect new security procedures in port and reminded them to abide by new trash plan. Secretary requested everyone make sure all doors are secured in port. He also encouraged them to vote in this

year's national election to ensure that we have people in Congress who support maritime issues. Educational director advised members to take advantage of upgrading at the Paul Hall Center. No beefs or disputed OT reported. Ship to receive second washing machine and e-mail upon arrival in U.S. Vote of thanks given to steward department for wide selection of meals prepared and for great 4th of July barbecue. Next ports: Elizabeth, N.J.; Miami; Houston.

INNOVATOR (USSM), July 25—Chairman **Steve R. Kastel**, Secretary **Jose M. Bayani**, Educational Director **Chris L. Earnhart**, Deck Delegate **Eric Lund**, Engine Delegate **Bryan T. Field**, Steward Delegate **Mostafa Loumrhari**. Chairman announced payoff July 31 in Los Angeles and thanked crew for job well done. Secretary thanked bosun and all departments for helping keep ship clean. Educational director read president's report from LOG to inform everyone of new security classes offered at school in Piney Point. He also reminded crew members to keep all documents current. Treasurer stated \$243 in movie fund. No beefs or disputed OT reported. Next port: Los Angeles.

ITB BALTIMORE (USS Transport), July 8—Chairman **Richard A. Szabo**, Secretary **Pedro R. Mena**, Educational Director **James L. Geoffrey**, Deck Delegate **Hussein Mohammed**, Engine Delegate **Ahmed S. Salim**, Steward Delegate **Elsayed T. Amasha**. Chairman complimented crew members on job well done. Treasurer informed crew that movie fund gets \$200 each month for new purchases. No beefs or disputed OT reported. Vote of thanks given to Steward Amasha for his delicious daily baking.

ITB JACKSONVILLE (USS Transport), July 4—Chairman **John R. Lamprecht**, Secretary **Warren G. Lombard**, Educational Director **Stanley M. Sporna**, Deck Delegate **Abedon P. Lujan**, Engine Delegate **Abdulaziz S. Ahmed**. Chairman announced vessel is end of contract and looks to headquarters for gains in negotiating new one. No beefs or disputed OT reported. President's report read; crew declared they were proud of all President Sacco's achievements. Suggestions made regarding various items in new contract. Next port: Houston, Texas.

LIBERATOR (USSM), July 7—Chairman **Daniel J. Teichman**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Deck Delegate **William P. Foley**, Engine Delegate **Si I. Hughes**. Chairman announced 35-day trips in effect. Educational director encouraged crew to keep all documents up to date. No beefs or disputed OT reported. Request made to purchase new lounge chairs for crew members' rooms.

LIBERTY EAGLE (Liberty Maritime), July 18—Chairman **Thomas W. Lasater**, Secretary **Pablo C. Alvarez**, Educational Director **Jimmy Sabga**. Chairman announced next payoff in Galveston, Texas. Secretary encouraged members to upgrade skills at Piney Point facility and also to use it for summer family vacations. Educational director put in request for new movies, magazines and exercise equipment. No beefs or disputed OT reported. Suggestion made for next contract to cover prescriptions for depen-

dents. Chairman thanked crew for safe, smooth trip around African continent.

LIBERTY SEA (Liberty Maritime), July 11—Chairman **William D. Leachman**, Secretary **Fausto D. Aranda**, Educational Director **Lamar A. Parker**, Deck Delegate **Lloyd F. Stock**, Engine Delegate **Guadalupe A. Campbell**, Steward Delegate **William M. Simmons**. Chairman advised crew members to read *Seafarers LOG* to keep informed of current union and maritime issues. Secretary thanked wipers and unlicensed apprentice for good work. Educational director recommended everyone

suggestions. Recommendation made to replace sofas in crew lounge. Next ports: Long Beach, Calif.; Valdez, Alaska.

PERSEVERANCE (Maritrans), July 28—Chairman **James E. Bishop**, Secretary **Patricia J. Geras**, Educational Director **Kenneth W. Pinchin**, Deck Delegate **Casey B. Coddington**, Engine Delegate **Milton L. Israel**, Steward Delegate **Luis M. Caballero**. Educational director advised crew members to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Crew

Meeting Held Aboard the USNS Shasta



Chairman Billy Bushey sent the LOG this photo of a shipboard union meeting on the *USNS Shasta*. The *Shasta*, whose home port is on the West Coast, is one of the Military Sealift Command's six ammunition ships. Bushey reported a good turnout for the meeting and even recruited four new members in the last month to join the CIVMAR crew.

upgrade skills and ratings at Paul Hall Center whenever possible. He advised them to renew MMDs. No beefs or disputed OT reported. TRB memorandum was read to crew. Request made for new washing machine and heavy-duty beverage dispenser. Crew was reminded to recycle and not to smoke in lounge. Thanks given to steward department for excellent food and service. Next ports: Corpus Christi, Texas; Russia.

OVERSEAS PHILADELPHIA (OSG), July 11—Chairman **Lawrence H. Zepeda**, Secretary **Ivan R. Salis**, Educational Director **Murray W. Roberson**, Deck Delegate **Ismael Manley**, Steward Delegate **Teofilo G. Blanco**. Educational director advised crew members to upgrade at Seafarers-affiliated school in Piney Point whenever possible. No beefs or disputed OT reported. Suggestion made to improve pension benefits and to have direct deposit available for vacation benefits. Next port: Los Angeles.

OVERSEAS WASHINGTON (ATC), July 11—Chairman **Timothy D. Koebel**, Secretary **Gregory G. Keene**, Educational Director **Kevin E. Hall**, Deck Delegate **John M. Kannuck**, Engine Delegate **Antonio N. Liboon**, Steward Delegate **Gary W. Lofton**. Chairman stressed importance of contributing to SPAD to help union maintain strong voice on Capitol Hill. He also reminded departing crew members of room inspection form that needs to be signed off by steward or bosun. Educational director pointed out delay currently being experienced when renewing Coast Guard documents—so allow plenty of time. No beefs or disputed OT reported. Chairman reminded members that contract negotiations for 2006 agreement will be starting shortly and that now is a good time to start making

reminded to check on new company policy. Next port: Los Angeles.

SULPHUR ENTERPRISE (Sulphur Carriers), July 17—Chairman **Neftali Santana**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**, Deck Delegate **Tibby L. Clotter**, Steward Delegate **Robert Sutherland Jr.** Chairman advised crew members to upgrade skills at Piney Point. Secretary reminded crew to return dirty dishes to galley and asked those members departing ship to make sure rooms are cleaned and with fresh set of linen. Educational director said he thought satellite television was very helpful to crew in keeping them informed on current events. He also stated training videos were very informative. No beefs or disputed OT reported. Suggestions made to raise pay scale and increase medical and pension benefits for members and spouses. Request made for additional washer in laundry room. Vote of thanks given to chief cook, steward and SA for jobs well done. Ship heading to Texas.

WESTWARD VENTURE (IUM), July 4—Chairman **Edwin Rivera**, Secretary **Stanley J. Krystosiak**, Educational Director **Randy T. Pearson**, Deck Delegate **Steven J. Kendrick**, Engine Delegate **William T. Drummond**, Steward Delegate **Adele George**. Chairman stated all is well in deck department. Secretary reported good, safe trip and reminded crew members to clean rooms and remove dirty linen before disembarking. Educational director urged everyone to increase knowledge and upgrade skills by attending union's affiliated school in Piney Point. No beefs or disputed OT reported. Thanks given to steward department for job well done and for Independence Day barbecue.

Cookin' on the Overseas Philadelphia



Members of the steward department aboard the *Overseas Philadelphia* are (from left) Chief Cook Teofilo Blanco, Steward/Baker Ivan Salis and GSTU Saleh Saleh.

Petersburg Prepositions Petroleum Products



The *Petersburg* is a transport tanker, one of the Military Sealift Command's prepositioning ships carrying petroleum products. It operates out of Guam, where these photos were taken by SIU Guam Port Agent Jeff Turkus. The pictures show some of the hard-working ABs, including (below, foreground) Bosun Jim Martin and (directly behind him) AB Jerome Wong.



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Union Label Week Is September 6-11

The AFL-CIO Union Label and Service Trades Department recently announced that Union Label Week is Sept. 6-11. During this period, and under the slogan: "Support Good Jobs—Buy Union!" union families will be underscoring the key role that good jobs play in sustaining the viability of our communities.

Later this year, from Nov. 26 to Dec. 5, union families will observe Buy Union Week to encourage shoppers to specify their preference for the quality and value that union-made goods and services carry. During that busiest week of the pre-holiday season, consumers spend as much as 60 percent of their annual shopping budget. Just imagine the powerful impressions that 14 million union families could create on merchants.

In promoting both Union Label Week and Buy Union Week, the Union Label and Service Trades Department observed, "There's simply no denying it—union goods and services are everywhere. If you can eat it, drink it, wear it or ride it. . . . If you can sit on it, play on it, work in it, or stay in it. . . . If you can tell time with it, build with it, cook with it. . . . If you use it for work, or just to have fun. . . . You can find one made by union workers.

"But, did you also know that union members:

- Treat you when you are sick and help you stay well,
- Teach kids and help them stay safe,
- Make candy and cookies, medicine and machines, rubber tires, bikes and toys,
- Fight fires, fly airplanes, drive buses and trucks,
- Build houses and buildings, churches and schools,
- Make trains, airplanes and boats and the engines that move them,

- Build autos and trucks and the roads that they follow,
- Run railroads and subways, and ships big and small,
- Make glasses to wear as well as the kind you drink from,
- Keep you warm in the winter and cool in the summer,
- Connect you to family by phone or mail,
- Make music and movies and film television news,
- Write newspapers and print them, take pictures and tint them, and
- Harvest your food and staff stores where it is sold.

"Union members do thousands of things to make life more secure. So look for the union label and buy and promote union-made, American-made products and services."

As the department pointed out, the union label shows that labor and management have signed a binding contract, with each side guaranteeing their best—their best work, their best compensation, their best benefits. It's a win-win arrangement for everyone—labor, management, consumers and the community, where the economy benefits from the paychecks and taxes of workers who earn a fair wage.

Unfortunately, it is not always easy to find a union-made or American-made product. Sometimes, it requires a little extra effort on our part, but that effort is well worthwhile.

So look for the union label. If you can't find a union-made product, at least buy American. The job and community you save may be your own.

Final Departures

Continued from page 18



July 11. Brother Peterson launched his career with the NMU in 1951 in the port of New York. Born in the Virgin Islands, Brother

Peterson first went to sea aboard the *Fort Charlotte*. The engine department member's last voyage was on the *Cape Knox*. Brother Peterson began receiving retirement stipends in 1998.

RAUL RODRIGUEZ



Pensioner Raul Rodriguez, 82, passed away June 9. Brother Rodriguez began his profession with the NMU in 1945 in Puerto Rico. He worked in

the steward department, most recently aboard the *Santa Luisa*. Brother Rodriguez went on pension in 1973.

WARREN WILCOX



Pensioner Warren Wilcox, 82, died July 14. Brother Wilcox embarked on his career with the NMU in 1944 in the port of Baltimore.

He was a member of the steward department. Before retiring in 1974, Brother Wilcox worked on the *Silver Dove*.

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

Name	Age	DOD
Anchustegui, Miguel	62	7/11
Ayers, Harvey	84	6/28
Basler, R.J.	78	6/1
Blanco, Carmelo	79	7/7
Bjelland, Otto	75	6/25
Crisanto, Loreto	88	7/3

Czapla, Stefan	78	6/21
Donahue, Floyd	82	6/1
Durrett, Lester	81	7/15
Ebanks, Raymond	80	7/1
Garcia, Rene	78	7/15
Habersham, Charlie	93	5/7
Hayney, Wellington	85	5/23
Huertas, Pablo	82	5/19
Jackson, Curtis	76	4/28
Kalasanckas, Joseph	78	5/28
Kandyloitis, Demetrios	84	3/17
Kitchen, Garvin	79	6/5
McIsaac, Joseph	80	6/20
Morrow, William	78	4/22
Murphy, Jr., David	86	7/15
Musil, Arvin	76	4/24
Nordstrom, Gerald	61	4/28
Nutter, Edwin	81	7/9
Prokopowicz, Kasmitz	75	4/12
Redding, Kenneth	78	7/2
Rodriguez, Gabriel	80	7/1
Rodriguez, Victor	85	5/24
Tynning, Sverre	88	7/15
Uribe, Honorato	70	6/30
Walters, Mahlon	91	5/21
Wilson, Robert	67	3/10

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 652 — Graduating from the water survival class are unlicensed apprentices from class 652 (in alphabetical order) Craig Artice, Timothy Bauer, Tedrick Blackstone, Robin Bourgeois, Paul Brown, Norman Dize, Christopher Eide, Aaron Ford, Brian Freme, William Hunt, Sean Moore, Ahmed Mused, Jonathan Nielson, Steven Owens, Omar Richard, Jamey Russell, Brian Saba, Earl Scott, Douglas Shores, Abraham Straughter, Timothy Taylor, Joshua Wilson, Christopher Wyman. (Note: Not all are pictured.)



Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsements July 2 are (in no specific order) Ruben Gonzalez, Korron Richardson, Dionisio Bermudez, Robert White, Brian Delatte, Randolph Sutton, Arthur Quinney, Jimmy Pruitt Jr., Simien James, Jennifer Doty, Natalie Nunes, Allen Cole, Joe Reynolds and William Britton. Their instructor, Tony Sevilla, stands in the center with arms folded.



Fast Rescue Boat — July 16 was graduation day for those in the fast boat rescue course. They are (in alphabetical order) Felix Alfonso, Paul Hendrix, James McCroskey, William McLaughlin, John Neal, Michael O'Brien, James Olsen, Jeff Ryoza and Brian Stowe. Their instructor, Tony Sevilla, is at far right.



Fast Rescue Boat — Upgraders who completed the fast boat rescue course July 30 are (in alphabetical order) John Brantly, Douglas Crawford, Jay Crossman, Kim Duplantis Jr. and Charles Gale. Their instructor, Tony Sevilla, is at far right.



Able Seaman — Receiving certificates for completion of the AB class ending July 30 are (in alphabetical order) Mohamed Abdelwahab, Dionisio Bermudez, William Britton, Allen Cole, Brian Delatte, Ruben Gonzalez, Todd Keith, Arthur Quinney, Joseph Reynolds, Korron Richardson, Stag Rye, Angelo Schiraldi, Nicholas Smithling, Greg Tojong and Robert White. Their instructor, Bernabe Pelingon, is at far right.



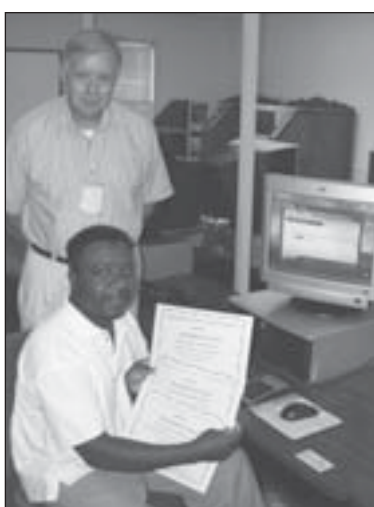
Advanced Fire Fighting — Under the instruction of instructor Tom Cessna (far right) are July 30 graduates of the advanced fire fighting course. They are (in alphabetical order) John Cronan, William McLaughlin, Niko Monsales, James Reece, Lino Remorin, Raymond Ryan, Anthony Sanchez, Marc Simpson, Jerry Sobieraj and Ollie Webber. (Note: Not all are pictured.)

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



Tankerman (PIC) Barge — Graduating July 30 from the tankerman (PIC) barge course are (in no specific order) Louis Barra, Bruce Heath, Steven Medina, Richard Parks, Albert Bharrat, Wilson Yanson, James Hoffman, Brent Anderson, James Olsen Jr, Lamar Nelms, Peter Jenks, J. Rocco Macari, Cole Mather, Brian Bascom and Duane Evans. Their instructor, Herb Walling, is fifth from right.

Computer Lab Classes



Left: Showing off his certificates of achievement for completion of several computer classes at the Paul Hall Center is Rigoberto Ruiz. With him is his instructor, Rick Prucha. In the center photo are (from left) Prucha, Alberto Castillo, Beata Rigoberto and Leonard Soriano. At right are (seated, from left) Simien James, Forrest McGee, (back row) Charles Garrett, Ivan Vallejo and Prucha.



Paul Hall Center Classes



GMDSS — Completing their GMDSS training July 23 are (in no particular order) Loren Wolfe, Basil D'Souza, Duane Evans, Charles Gale, Kiah Pinto, Jermaine Williams, Brent Anderson, Louis Barra, Thomas Stead and Raymond Henderson. Their instructor, Brad Wheeler, is second from left.



Navigation Fundamentals — Upgrading deck department members who successfully completed the navigation fundamentals course July 30 are (in no specific order) DeGutenberg Poitevien, Basil D'Souza, Lawrence Richardson and Karl Mayhew. Their instructor, Stacey Harris, is at far right.

Basic Safety Training Classes



STCW — Hawaii: Marmionett Bright, Brock Maples, Chris Burkhart, Troy Ridgeway, Frank Akhay, Nicole Jones, Nicholas Hajek, Lane Martell, Michael Stinson, Katie Martin, Ryan Hughes, Michael Sentigar, Jason Frost, Karen Thomasson and Eduardo Marquez.



STCW — July 23: Roy Brooks, Raphael D'Ambrosio, Edward Gavagan, Donald George, Robyn Hughey, Brent Morris, Frank Ortiz, Richard Williams and Vasile Daogaru. Instructor Tony Sevilla is at far right.



Vessel Safety Officer — Boatmen from Express Marine who completed the vessel safety officer course July 13 are (in no specific order) Dennis Gaskill Jr., James Dixon, Bradley Thomas Jr., Richard Rotella, James Kruger, Nicholas Grassia, Donald Ivins, Keith Kirkeide, Gil Pruitt, Oswald Smithwick, Foster Watts, Parran Keane, Ernest Parks, William Hudnell and Robert Batson. Their instructor was Herb Walling (third from right).



Vessel Safety Officer — Graduating from this course July 27 are Express Marine boatmen (in no specific order) Riley Johnson Jr., Thomas Crockett, Michael Daniels, Mark Faust, Steven Jones, Miles Ireland Sr., Edward Garner, Garnett Leary, William Carter and Douglas Covil. Their instructor was Herb Walling, far right.



Tanker Familiarization Assistant Cargo (DL) — Unlicensed trainees completing this course July 16 are (in no specific order) Connie Clemons, Russ Wall, Keesha Smith, Mario Torrey, Lon Maduro, Alex Rhodes, Ben Anderson, Gilberto Quiñones, Nelton Rodriguez, Jon Carrico, Djuan Wright, Matthew Wright, Christopher Wheeler, Travis Zeller and Yamil Sanchez. Their instructor, Jim Shaffer, is at far left.



Tanker Familiarization Assistant Cargo (DL) — A second tanker assistant class graduated July 16, this one under the instruction of Herb Walling (far left). The students are (in no specific order) Shawn Sayers, Gregory Ralston, Chris Oding, Brian Leach, Jonathan Miller, David Gibson, Drew Hardiman, Cody Stasch, Forrest Cornelison, Jose Nuñez, Orlando Caro, Aaron Barnes, Chris Burke, Dameon Cooler, Terry Chance, Christopher Chever, De'Shanna Sherrod and Brandon Jones.

Nov. 2 = Election Day
 Register . . .
 Participate . . .
VOTE . . .

Delta Queen Co. Cruises into History

In this era of speedy travel, high tech communications and fast food meals, Delta Queen Steamboat Co.'s three SIU-crewed paddlewheelers hearken back to a more gracious and leisurely time in American history.

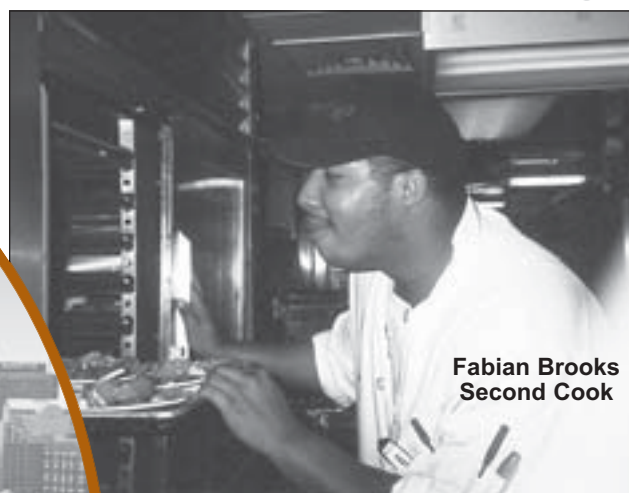
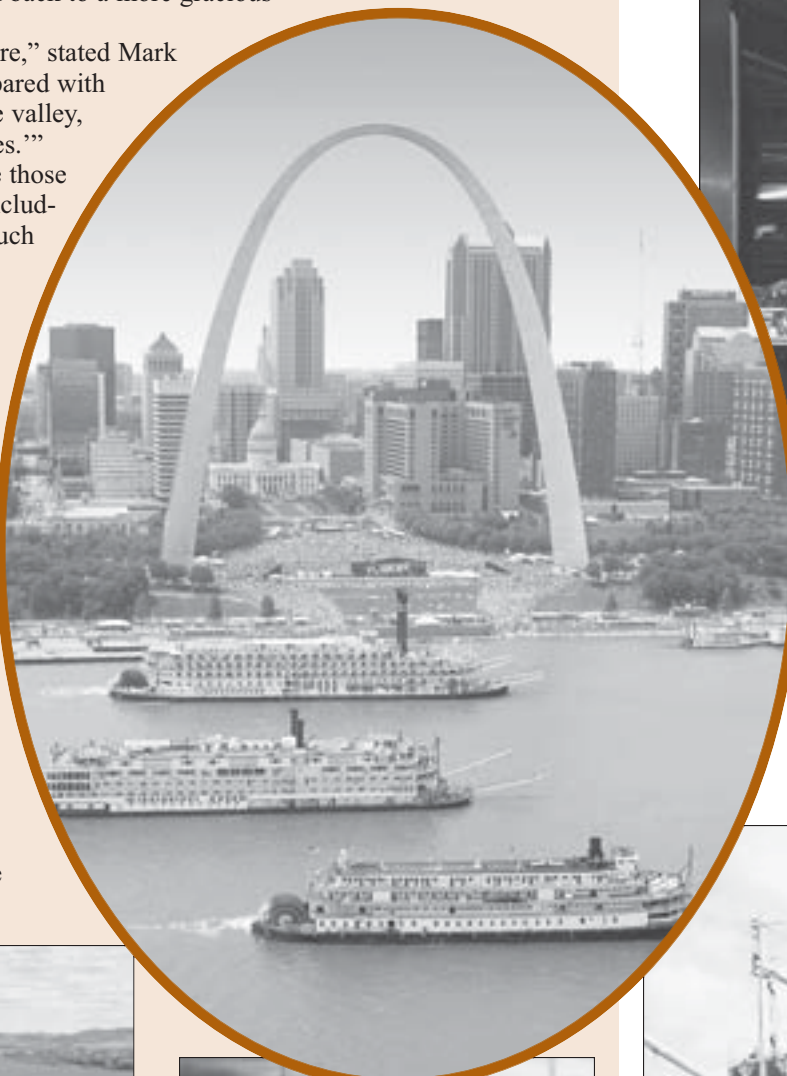
"The steamboats were finer than anything on shore," stated Mark Twain in his book "Life on the Mississippi." "Compared with superior dwelling houses and first-class hotels in the valley, they were indubitably magnificent, and were 'palaces.'"

Much has changed since 1883 when Twain wrote those words, but steamboating along America's rivers—including the Mighty Mississippi—has remained pretty much the same as in his day.

From about 1850 to 1880, riverboats brought young families to their new homes in the Heartland and transported traders to prosperity. More than 10,000 paddlewheel steamers once traveled America's waterways. Now, the only ones remaining that have overnight accommodations are the *Delta Queen*, *Mississippi Queen* and *American Queen*, and the SIU members who crew them in the engine, deck and steward departments help make the experience a memorable one for those passengers who want to savor the riverboat life of old.

The Delta Queen Steamboat Company (a Delaware North Company), based in New Orleans, La., offers 3- to 11-night river cruises aboard the three vessels, which all feature plush, Victorian-style staterooms and suites, as well as working paddlewheels powered by steam.

On this page are photos of the three riverboats as well as some of the SIU galley gang who help make shipboard dining a true delight.

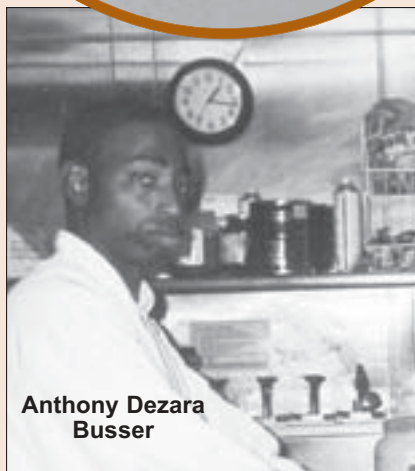


Fabian Brooks
Second Cook

Left: The three SIU-crewed Delta Queen Steamboat Co. paddlewheelers cruise on the Mississippi, Ohio, Cumberland, Tennessee, Atchafalaya Kanawha and Arkansas rivers; on the Tennessee-Tombigbee Waterway and the Intracoastal Waterway in Louisiana, Texas, Alabama and Mississippi. At left, the three Queens are a spectacular sight as they steam by the Gateway Arch in St. Louis.



With more than 75 years on the rivers, the Delta Queen is a National Historic Landmark, a veteran of World War II, the only steamboat to transit the Panama Canal and the only one to host three presidents and a princess. The paddlewheeler was inducted into the National Maritime Hall of Fame in 2004.



Anthony Dezara
Busser



The American Queen is the world's largest steamboat, rising six decks high, 418 feet long and the ability to accommodate 436 passengers. Described as a "floating palace," the American Queen is filled with fine antiques and beautiful Victorian furnishings.



Ronald Peterson, Second Cook



The Mississippi Queen visits river towns, bustling cities, antebellum plantations, Civil War battlefields, gardens, and the boyhood home of Mark Twain, among other sites. The Mississippi Queen was launched for America's Bicentennial in 1976.



Bruce Brice
Busser