



The

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U.S. Fleet Grows Under New MSP

Expanded Program Means More SIU Jobs, Improved American-Flag Sealift Capability

Last month marked the start of the expanded U.S. Maritime Security Program—a boon to America's national and economic wellbeing and a boost to the SIU-contracted fleet. Altogether, the union gains 13 additional vessels in the expanded program (which now totals 60 ships). Pictured here are several of those new ships, including (clockwise, from upper left) the *Overseas Luxmar*, the *Ocean Titan* and the *Integrity*. (Continued below)



In the foreground, celebrating the expansion of the U.S.-flag fleet aboard the *Integrity* in Baltimore are (far left) Gen. Norton Schwartz, commander of the U.S. Transportation Command; (seventh from left) Gen. John Handy, who recently retired as commander of TRANSCOM; (sixth from right) SIU President Michael Sacco, a strong proponent of the expanded MSP; (fourth from right) ARC President and Chairman Ray Ebeling; and apprentices from the SIU-affiliated Paul Hall Center for Maritime Training and Education. MSP coverage is included on pages 2, 3, 5, 8 and 11.

Seafarers Proudly Sail in Operation Iraqi Freedom

As the sealift component of Operation Iraqi Freedom (OIF) continues, SIU members remain on the job, both on mobilized ships overseas as well as Ready Reserve Force vessels back in the United States that may be activated for additional support of U.S. troops. Several Seafarers who have made multiple voyages in OIF recently spoke about their pride in serving as part of the nation's fourth arm of defense, including some of those pictured on the *Cape Washington* in Baltimore (from left): QEE Eric Mentzer, GUDE Michael Alghafeili, AB Farah Mirmi, QMED George Murphy and Bosun Rick James. Pages 12-13.



Union Continues Hurricane Relief



Seafarers were among the first to provide relief during and after Hurricane Katrina and Hurricane Rita, and there has been no letup in those efforts. Above, Seafarers, SIU officials and family members at the union's hall in New Orleans are pictured in front of a truck carrying relief supplies donated by SIU-contracted Crowley. Page 7.

President's Report

MSP's Growth and Lessons

For Seafarers, there's no better sight than the American flag being raised on modern ships as they join the SIU-contracted fleet.



Michael Sacco

Lately, that has been a very familiar sight—and certainly one that's never taken for granted.

In particular, with the expansion of the Maritime Security Program (MSP) from 47 to 60 ships, the union gains new jobs aboard 13 vessels. Many of those ships are pictured in this issue of the *LOG*, starting on the front page.

This is a great moment for our union because it means new jobs, new ships and a brighter future. And there's no question that the expanded MSP also is good news for our nation as a whole. As so many of the program's supporters have noted, the growth of the MSP fleet protects America's national and economic security—and does so at great value. It helps expand the pool of well-trained, U.S. citizen mariners, which is a big consideration in these unstable times.

In short, it's a win-win situation. A feel-good story for our union and our industry, and a definite plus not only for America's defense capabilities but also her economic safety.

But amid the reflaggings and celebrations, let's not overlook the important lessons we can learn from a quick review of the MSP's history.

As many Seafarers remember, the original program was enacted in 1996 as part of broader legislation known as the Maritime Security Act. That law itself took years to pass—the initial maritime revitalization program was proposed back in 1992.

The updated version of the MSP, which took effect in October, also was the result of years of work by pro-U.S.-flag interests, the SIU most definitely included.

Basically, the program provides partial reimbursement to certain U.S.-flag ship operators who agree to make their vessels available to the government in times of war or other emergency. (A related component of the Maritime Security Act, known as the Voluntary Intermodal Sealift Agreement or VISA, also provides access to important infrastructure.)

It's a great bargain for our country. Extremely credible, high-level studies have shown that the cost for each MSP vessel is less than one-tenth of the estimated annual operating cost of providing the same capability for our military using government-owned ships. In fact, the U.S. military itself has stated it would cost literally billions of dollars to duplicate everything they get with the MSP and VISA.

So, I think it's very safe to say that the MSP is valuable and affordable.

It's also important to note that the program has received support from the highest levels—from President Bush, who signed the expanded program into law, to top military leaders, to the Defense Department and the Transportation Department, to senators and congressmen.

That support didn't happen without a sustained effort to spread the word about the U.S. Merchant Marine and what it means to our country. And this is where political action comes into play. Without political action, our industry never would have been able to consider the MSP, let alone expand it. On that note, I thank our rank-and-file members for your consistent understanding of the importance of politics, and for your consistent support of SPAD, our union's voluntary political action fund.

Finally, the new MSP wouldn't have been possible without the outstanding shipboard work of American mariners, including, of course, SIU members. It is your dedication—your reliability and professionalism and patriotism—that helps inspire so much confidence in the program and in the U.S.-flag fleet as a whole. So, when you read about—and sail on—these new MSP ships, give yourselves a pat on the back.

Perhaps most of all, the lesson of the MSP is that significant growth in the American-flag commercial fleet continues. Like anything else that's worth achieving, it doesn't come easy. But with the cooperation that exists today in our industry, and with the knowledge and appreciation of our leaders in the military and in government, and with the continued outstanding performance of our crews, I know that we're headed for even greater success.

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Task Force: Support for Cabotage Law Still Strong

The Maritime Cabotage Task Force (MCTF), a broad coalition devoted to protecting laws that strengthen domestic U.S.-flag shipping, last month issued a letter offering many important points in the wake of two Jones Act waivers related to Hurricane Katrina and Hurricane Rita.

"From the outset, we would like to emphasize that the general state of the Jones Act and long-term outlook are strong," the MCTF letter noted. "President Bush has been a strong supporter of the Jones Act since before he was elected, and he understands that the Jones Act is the foundation of our industry. The unique circumstances resulting from the unprecedented devastation caused by Hurricane Katrina, followed almost immediately by Hurricane Rita, and resultant pressure on the Federal Government to respond in any manner possible, which have given rise to limited waivers of the Act, will ease over time as sufficient U.S.-flag Jones Act vessel capacity is demonstrably available and Gulf Coast refineries return to production."

On Sept. 1, in response to Hurricane Katrina, the U.S. Department of Homeland Security announced a temporary waiver of the Jones Act for the movement of certain petroleum products.

A subsequent waiver, scheduled to expire late last month, was issued following Hurricane Rita.

"Because of the blanket nature of these waivers, no official government data is available as to the extent they have been used," the letter stated. "Based on industry sources, however, it appears that 4-6 foreign vessel movements occurred under the first waiver and that three vessels moved immediately under the second from the New York area to the Gulf. No movements under the waiver have been reported since."

The task force noted that it did not oppose the initial petroleum waiver "for a variety of reasons, including the extreme human tragedy and loss of life in the Gulf region, and significant interruptions to the production and transportation of refined petroleum products...."

"However, in contrast to generally supporting the

President on the initial waiver, the MCTF and domestic industry have taken the public position that the second waiver was neither necessary nor justified by any demonstrated need, notwithstanding the devastating impact of Rita on American refinery capacity. In meetings with government officials, we stress that we understand what they are trying to accomplish—the seamless movement of refined product throughout the U.S.—but that we do not understand how a Jones Act waiver helps achieve that objective. We don't understand which transportation movements are made more efficient by the waiver. We also have emphasized that there is a substantial fleet of U.S.-flag tank vessels standing by and ready to assist in the movement of refined product within the U.S. We also point out the absurdity of a situation where U.S.-flag vessels manned by American crews stand idly by while foreign vessels with foreign crews transport domestic cargoes.

"Moreover, we remind them that these waivers could substantially harm the American maritime industry. This is particularly true in the Gulf region, where the maritime industry is a major employer and where there is an urgent need to get American workers back on the job."

The MCTF did credit the administration for listening and responding to the industry's needs, which resulted in the curbing of proposed waivers that were comparatively extreme.

In part, the letter concluded, "The extraordinary circumstances created by Hurricanes Katrina and Rita have placed unprecedented strain on the U.S. refineries and the transportation system for refined petroleum products. They are also creating an opportunity for the industry to do what it does best—transporting U.S. goods to U.S. markets in support of our domestic economy. The ability of the industry to do so, and the MCTF's efforts to educate policy-makers to that effect, are our best weapons to gain continued support for the Jones Act and related cabotage laws."

The SIU is one of more than 400 member organizations of the Maritime Cabotage Task Force.

Runaway-Flag Cruise Line Comes Under Scrutiny

Legislators from both houses of Congress—and political parties—are turning up the heat on the Federal Emergency Management Agency (FEMA) for its now infamous \$236 million contract with Carnival Cruise Lines (CCL) to house Hurricane Katrina evacuees from New Orleans and the Gulf Coast.

Ranking Democratic Minority Leader Henry A. Waxman, in an Oct. 20 letter to Department of Homeland Security Secretary Michael Chertoff, registered his concerns on the highly contentious hurricane evacuee housing agreement. Referring to new information his office obtained from an internal financial review prepared by Carnival in January 2002, Waxman noted, "This financial data reveals that the federal government appears to be paying Carnival significantly more under the federal contract than the ships earned on their own, while Carnival's expenses appear to be significantly less under the federal contracts than the ships normally incur. The net result is a contract that looks lucrative for Carnival but exceptionally expensive for the taxpayer."

In the aftermath of Hurricane Katrina, through a hastily arranged deal, millions of dollars from U.S. taxpayers will flow to CCL, a tax-exempt Israeli-founded corporation registered in Panama. The deal, reached on

Sept. 2, will pay CCL some \$236 million (\$192 million for base costs for the ships for six months and \$44 million for reimbursements that cover fuel, dock fees, and other expenses) for the use of 7,100 berths aboard three of the company's full-service cruise ships for six months. A closer look at the numbers reveals that each berth will cost U.S. taxpayers \$5,540 per month, or more than \$184 per night.

The cost per bed could actually be much higher because not all berths will be occupied for the entire six-month period of the contract, according to several reports. In fact, the three ships now are more than half empty as they bob in the Mississippi River and Mobile Bay. A national newspaper reported that "most evacuees rejected the offer" to stay on the Carnival ships—the *Ecstasy*, *Sensation*, and *Holiday*—which are reportedly being used to house city employees from New Orleans and emergency workers involved in the cleanup effort.

Faced with a growing crisis as evacuees fled New Orleans and elsewhere, the deal was put together in about 36 hours, CCL and the government have said. In the wake of Katrina, sources say a government agency approached 75 different companies or brokers of ships seeking bids on ships with at least 1,000 berths to be available within 10 days. Only Carnival and a Canadian compa-

ny that provided a single ship met the terms established by FEMA.

To critics, the price is exorbitant. Angela Styles, a political appointee who headed the Office of Federal Procurement Policy between 2001 and 2003, questioned the government's handling of the contract. Even under circumstances requiring great haste, she said, the government has mechanisms to obtain goods and services at a fair price. For example, she said, a contract can be concluded with the final price to be determined during subsequent negotiations.

"In this case, they executed a contract without ensuring that they had a fair price," she said.

If the ships were at capacity, with 7,116 evacuees, for six months, the price per evacuee would total \$1,275 a week, according to calculations by aides to Sen. Tom Coburn (R-Okla.). A seven-day western Caribbean cruise out of Galveston can be had for \$599 a person—and that would include entertainment and the cost of actually making the ship move.

"When the federal government would actually save millions of dollars by forgoing the status quo and actually sending evacuees on a luxurious six-month cruise it is time to rethink how we are conducting oversight. A short-term temporary solution has turned into a long-term, grossly overpriced sweetheart deal for a cruise line," said Coburn and Sen. Barack Obama (D-Ill.) in a joint statement which called for a chief

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ARC Fleet Expands by 3

TRANSCOM Leader Cites Mariners' Importance

As part of the expansion of the U.S. Maritime Security Program (MSP) fleet, the union recently welcomed three newly reflagged vessels added by SIU-contracted American Roll-On/Roll-Off Carrier (ARC).

SIU President Michael Sacco; Gen. Norton Schwartz; Gen. John Handy; and ARC President and Chairman Raymond Ebeling were the featured speakers at a Sept. 29 naming ceremony aboard the *Integrity* in Baltimore,

one of the company's three new additions. The others are the *Courage* and the *Honor*.

Other SIU officials and members as well as students from the union's affiliated Paul Hall Center for Maritime Training and Education also attended the ceremony.

Schwartz, the newly appointed commander of TRANSCOM, delivered the keynote address. He called the growth of the MSP "a critical expansion of our nation's

maritime capability."

He also noted that the military "relies heavily on our commercial partners and associated labor organizations.... This increase in fleet size plays a critical role in expanding our U.S. mariner base."

Additionally, he pointed out that Operation Iraqi Freedom has reinforced the fact that the "vast majority" of materiel is moved via sealfift.

Handy, who recently retired as head of TRANSCOM, said that the fleet's growth is important to the nation. "Thousands of jobs for American seamen means that when we need seafarers to man our military ships, they will be there," he told the audience of approximately 300 people. "Reflagging these ships (under the Stars and Stripes) is the right thing to do."

Ebeling described the event as "an unprecedented day in American maritime history. No one has ever brought more tonnage under the U.S. flag than we are today."

He then provided insight regarding the work involved in preserving and growing the MSP. In so doing, he called Sacco and



Clockwise from upper left, addressing the audience aboard the *Integrity* were SIU President Michael Sacco; Gen. Norton Schwartz, commander, U.S. Transportation Command (TRANSCOM); ARC President and Chairman Raymond Ebeling; and Gen. John Handy, recently retired commander of TRANSCOM.



OSG Adds 3 Tankers

Three OSG Ship Management (OSG) tankers during the last two months surrendered their Marshall Islands flags in favor of the Stars and Stripes—and SIU crews—and in the process earned the authorization to convey military cargo overseas during war and emergencies.

The vessels, *Overseas Maremar*, *Overseas Ambermar* and *Overseas Luxmar* were reflagged to the American registry during separate ceremonies Sept. 6, Sept. 12 and Oct. 8, respectively. With the addition of these three vessels, OSG now has nine SIU-crewed ships sailing under the American flag.

The ships have contracts under the U.S. Maritime Security Program (MSP), which was

OSG's Newly Reflagged Tankers

Overseas Maremar
Built: 1998
Dwt: 47,225
Length: 564 feet
Breadth: 105 feet

Overseas Ambermar
Built: 2002
Dwt: 35,970
Length: 572 feet
Breadth: 89 feet

Overseas Luxmar
Built: 1998
Dwt: 46,162
Length: 601 feet
Breadth: 105 feet

recently expanded to 60 from 47 vessels. The contracts run through 2016.

OSG has 10 U.S.-flag Jones Act product carriers aggregating on order at Kvaerner Philadelphia Shipyard which are scheduled for delivery between late 2006 and early 2010. In addition, OSG has on order four 216,200-cubic meter LNG tankers (two at Hyundai Heavy Industries, Ltd. and two at Samsung Heavy Industries, Ltd.) scheduled for delivery in late 2007 and early 2008.



Above: The *Overseas Luxmar* is one of three OSG tankers that recently hoisted the Stars and Stripes.

Right: Seafarers aboard the *Overseas Luxmar* proudly display the United States flag as the vessel transfers to American registry.



Newly Reflagged ARC Ships at a Glance

Courage

Built: 1991
Length: 652 feet
Beam: 105 feet
Draft (design): 38.13 feet
Speed: 18 knots
Deadweight: 29,213 metric tons
Below Deck Total Area: 562,123 square feet

Integrity

Built: 1992
Length: 652 feet
Beam: 105 feet
Draft (design): 38 feet
Speed: 18 knots
Deadweight: 29,213 metric tons
Below Deck Total Area: 565,223 square feet

Honor

Built: 1997
Length: 623 feet
Beam: 105 feet
Draft (design): 33 feet
Speed: 18 knots
Deadweight: 19,844 metric tons
Below Deck Total Area: 544,072 square feet

Other U.S.-Flag ARC Ships:

Freedom
Liberty
Independence
Patriot
Resolve

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Ocean Titan Joins SIU Fleet

More SIU deep sea jobs recently appeared on the horizon when the Pacific-Gulf Marine (PGM) operated *Ocean Titan* began sailing under the red, white and blue.

Formerly the *Industrial Chief*, the *Ocean Titan* was reflagged under the Maritime Security Program and brought under U.S. registry Sept. 21 in the port of Houston. Prevailing weather conditions during the event were far from ideal according to PGM Chief Executive Officer Todd Johnson. The reflagging took place during the immediate aftermath of Hurricane Katrina along the Mississippi Gulf Coast and just prior to the landfall of Hurricane Rita in Texas. Given the impact the hurricane had on both personnel and the shipyard, conditions were difficult but spirits were high, Johnson said.

A heavy lift vessel, the *Ocean Titan* is the sister ship of the *Ocean Atlas*. PGM operates both vessels for Intermarine Inc. The *Ocean Titan* was undergoing modifications at Atlantic Marine Shipyard in Mobile, Ala., when Hurricane Katrina and subse-



The *Ocean Titan* now flies the American flag and carries an SIU crew.

quent flooding hit the Gulf Coast at the end of August. It was moved to the port of Houston to complete the reflagging process and conversion to U.S. registry.

"It was a team effort and a tribute to the vessel's officers, crew and the shore-side management team who played a significant role in the re-flag process," said Johnson. "On behalf of the owners, we look forward to many successful years of operation

under the U.S. flag."

The *Ocean Titan* took on cargo in Houston and put out to sea for South America Sept. 27 on its first voyage under the U.S. flag. The *Ocean Titan* as well as the *Ocean Atlas* are 8,000 dwt Century Class vessels, are 393 feet long and feature two 200-ton heavy-lift deck cranes, which can be operated in unison to lift 400 tons. In addition, both are registered in the MSP, which as of Oct. 1 was renewed for 10 years.

The renewed MSP expands the fleet enrollment from 47 to 60 vessels and increases the operating assistance for each vessel gradually over 10 years from its previous level of \$2.1 million per year.

The MSP was authorized in the Maritime Security Act of 1996. The law provided limited direct operating assistance to U.S.-flagged vessels that have military utility and can be used by the Department of Defense in times of war or national emergency. Legislation enacted in 2003 renewed the program through September 2015.

Ocean Titan Specs

Year Built: 2000
Type: Heavy-lift, box-hold, multipurpose vessel
Service Speed: 16.5 knots
Length: 393 feet
Beam: 65 feet
Draft: 23.2 feet
DWT: 8,000 metric tons
Grain/Bale capacity: 395,000 cubic feet

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, Dec. 26, 2005 for the observance of Christmas Day (unless an emergency arises). Normal business hours will resume the following workday.

Construction Starts on 3rd T-AKE Ship

Construction recently started on the third ship in the U.S. Military Sealift Command's (MSC) T-AKE program at the National Steel and Shipbuilding Company (NASSCO) in San Diego.

Members of the SIU's Government Services Division will fill the unlicensed positions on the new ship when it is completed. During a September ceremony marking the start of manufacture for the third vessel, Jennifer Stanton, wife of U.S. Navy Captain Mike Stanton, commanding officer, Supervisor of Shipbuilding, Bath, Maine, made the first cut on the ship's first steel plate to signify the start of construction. Captain Stanton's San Diego detachment is responsible for overseeing construction on the T-AKE program.

The U.S. Navy has awarded NASSCO contracts for eight dry cargo/ammunition ships and holds options for an additional four ships. If all the options are exercised, the 12-ship program would have a total value of \$3.7 billion.

The first T-AKE, named the *Lewis and Clark* to honor the two legendary explorers who led an expeditionary force from 1804 to 1806 to travel around the American West, was launched on May 21, 2005. The ship is in the final stages of construction alongside NASSCO's pier, with delivery scheduled for early next year. The second T-AKE, to be named the *Sacagawea* in honor of the Shoshone Indian woman who acted as guide and interpreter for Lewis and Clark, is scheduled to be launched in the spring of 2006.

The T-AKEs are 689 feet in length and 105.6 feet in beam, with a design draft of 29.9 feet. The ships will carry almost 7,000 metric tons of dry cargo and ammunition and 23,500 barrels of cargo fuel. The T-AKEs will be the first modern Navy ships to combine proven international marine technologies such as an

integrated electric-drive propulsion system that can achieve a speed of 20 knots, and commercial design features that will minimize their cost of operation and maintenance over their expected 40-year lives, according to the shipyard.

When MSC announced the T-AKE program, the agency reported, "As an auxiliary support ship, the T-AKE will directly contribute to the ability of the Navy to maintain a forward presence. The T-AKE's primary mission will be delivering supplies to Navy ships from sources of supply like friendly ports, or from sea using specially equipped merchant ships. The T-AKE will transfer cargo—ammunition, food, limited quantities of fuel, repair parts, ship store items and



The first ship in the new T-AKE program, the *USNS Lewis and Clark*, is pictured during launch this past May in San Diego.

expendable supplies—at sea to station ships and other naval warfare forces. In its secondary mission, the T-AKE may be required

to operate in concert with a Henry J. Kaiser-class (T-AO 187) oiler as a substitute on-station ship, providing direct logistic support to ships within a single carrier strike group.

"The primary goal of the T-AKE program is to provide effective fleet underway replenishment capability at the lowest life cycle cost. To meet that goal, the ship is being built to commercial specifications and standards and will be certified/classed by the American Bureau of Shipping, the United States Coast Guard and other regulatory bodies. The ships will be operated by Military Sealift Command with civilian mariner crews (123 personnel) augmented by a military department (49 personnel)."

Vice Admiral Brewer Honored by NDTA

Vice Adm. David L. Brewer, USN, commander, Military Sealift Command (MSC), on Sept. 13 received the National Defense Transportation Association (NDTA) Department of Defense Distinguished Service Award.

As MSC commander since August 2001, Brewer has directed the ocean transport of 95 percent of all combat cargo used by U.S. forces in Operation Iraqi Freedom and the global war on terrorism.

"Beginning with the (Seafarers-crewed) hospital ship *USNS Comfort* sailing to New York City to provide relief to emergency workers after Sept. 11, and continuing through Operation Iraqi Freedom, Vice Adm. Brewer directed the efforts of more than 120 ships and their crews worldwide," said the citation. "Vice Adm. Brewer is the epitome of a Sailor's Sailor whose leadership and professionalism have contributed immeasurably to America's national security and humanitarian missions."

With more than 8,500 members (including the Seafarers Inter-

national Union of North America), the NDTA fosters partnerships between government, military and industry to maintain a strong global transportation and distribution system. Each year, the nonprofit organization recognizes a DOD senior executive who has shown outstanding service to the nation in the field of transportation and logistics.

MSC has moved 78 million square feet of U.S. military cargo in support of the global war on terrorism, much of it aboard SIU-crewed ships. That's equal to more than 827,000 SUVs that, if lined up bumper-to-bumper, would stretch from Washington, D.C., to Las Vegas. In addition, MSC ships have delivered more than 7.7 billion gallons of fuel to U.S. forces—enough to fill up the Empire State Building nearly 28 times.

MSC operates 120 noncombatant, civilian-crewed ships that move combat cargo for U.S. forces, replenish U.S. Navy ships at sea, chart ocean bottoms and strategically preposition equipment and supplies at sea around the world.



Vice Adm. David L. Brewer, left, accepts the National Defense Transportation Association's 2005 Department of Defense Distinguished Service Award from NDTA Vice Chairman General Walter Cross.

Reciprocal Seniority Takes Effect Nov. 1

During the October membership meetings, Seafarers approved a long-intended modification to the Seafarers Appeals Board shipping rules which will allow for reciprocal seniority between SIU members and mariners who were in the old National Maritime Union (NMU) when those organizations merged back in 2001.

As reported at the membership meetings, the merger agreement specified that the unions' respective seniority systems initially would remain separate. At that time, maintaining separate seniority was the most practical thing to do.

"However, more than four years later, contract negotiations and other circumstances clearly dictate that the time has come for reciprocal seniority between the SIU and the old NMU," SIU Vice President Contracts Augie Tellez noted in his monthly report. "This was always the long-range intent of both unions and it helps break down the last remaining barriers."

Effective at the start of this month (Nov. 1, 2005), the Seafarers Appeals Board will

amend the shipping rules as follows: As an "A" seniority man with the SIU, a member may sail in Group 1 under an NMU contract. If a member is in Group 1 NMU, he effectively has "A" seniority in the SIU. The same would be true for people with B seniority and people in Group 2, right on down the line.

Again as amplified during the membership meetings, this is partly a matter of fairness now that the unions essentially have become one organization. It's also a matter of practicality, because as the old NMU contracts expire, they are being replaced by SIU contracts that will cover all members.

That last point is essential to understanding why reciprocal seniority makes sense. The timing of this consolidation is based in part on upcoming, industry-wide contract negotiations.

"At that point it will simply be a case of good common sense for us to consolidate our shipping rules, using the SIU shipping rules as the model," Tellez noted in his report. "We are one union. It's logical for us to have one set of shipping rules."

Retired Port Agent Marinelli Dies at 82

Pasquale "Pat" Marinelli, retired SIU port agent and an active figure in many of the union's earliest organizing drives, passed away Sept. 7 at age 82, following a heart attack.

Marinelli had a well-earned reputation for being tough when the situation called for it, but he got along well with his SIU brothers and sisters, and he was committed to the union.

"He was a good official, one of the old-timers," recalled SIU President Michael Sacco. "He sailed in the deck department and he did a lot of organizing. He also helped provide stability on the West Coast for the SIU."

Retired SIU Vice President Contracts Red Campbell remembered Marinelli as "good-natured and very dedicated when it came to union matters. He carried his weight."

Retired Bosun Kenny Roberts periodically worked with Mari-

nelli throughout his own 33-year career with the SIU. "He was a nice guy and always helpful to the men," Roberts said. "Any time you asked him to have a drink or shoot the bull or whatever, he'd do it."

Marinelli served in the armed forces during part of World War II, and then joined the union in 1945 in the port of New York. He sailed as an AB and bosun until coming ashore to work for the SIU in 1956.

His career with the union was anything but dull. Marinelli in the 1940s took part in the Isthmian beef and the garment strike, and later walked the picket lines in both the Greater New York Harbor beef and the Robin Line strike, among others.

Marinelli served as the union's port agent in San Juan, P.R. in 1960. At various other times, he worked as a patrolman in San Francisco; Wilmington,



Retired SIU Port Agent Pat Marinelli took part in many of the union's key organizing drives.

Calif.; and Brooklyn.

He retired to New York State in 1977, largely due to health issues, and most recently lived in North Babylon, N.Y.

Burial took place at St. John's Cemetery in Middle Village, N.Y.

ITF, Owners' Group Reach 'Significant' Agreement

The International Transport Workers' Federation (ITF) and the international shipowners' Joint Negotiation Group announced favorable results following their negotiations in the International Bargaining Forum Oct. 5-6 in Tokyo.

Negotiations concluded with a settlement described by both sides as a "significantly successful outcome."

SIU Secretary-Treasurer David Heindel, vice chair of the ITF's Seafarers' Section, took part in the bargaining.

Building on the first ever international collective bargaining agreement for workers across the world, and now covering 55,000 seafarers on more than 3,200 ships, the new agreement includes a two-stage increase, based on the IBF model ship of 23 seafarers, from \$46,170 per month to \$48,478 beginning at the start of 2006 and to \$50,787 beginning in 2007.

The updated agreement also

calls for a two-stage increase on contractual death and disability compensation of five percent as of January 2006 and an additional five percent as of January 2007.

Additionally, the agreement includes the provision of free shipboard e-mail access for all seafarers, where appropriately equipped.

In a joint statement following the negotiations, the groups noted, "In particular, significant aspects of cooperation have been reached between the ITF and JNG on initiatives aimed at addressing the concerns on employment security held by seafarers from developed economies. An agreement has also been reached that the JNG will recommend to their shipowner principals that they should not use the services of non-union dockworkers."

The ITF commented that "the negotiations had been difficult

and touched on sensitive issues on both sides. However, there's no doubt that the ITF and JNG relationship has reached a level of mutual respect that demonstrates what can be achieved through cooperation and a positive approach.

"We have consolidated the innovative negotiating process and in doing so materially advanced the protection of seafarers' employment and improved the conditions under which they serve."

The spokesman for the shipowners commented that "the negotiations had been long and complex as both sides had made proposals that involved both cost items and policy issues. Overall the settlement would strengthen the IBF system, provide mechanisms for discussing a number of outstanding issues as well as provide a satisfactory settlement that would appeal to seafarers and shipowners alike."



SIU Secretary-Treasurer David Heindel (first row, third from right) participates in the International Bargaining Forum Oct. 5-6 in Tokyo. Negotiations resulted in a favorable agreement for both sides.

Homeland Security Dept. Issues National Strategy For Maritime Security

The U.S. Department of Homeland Security in late September released its long-awaited National Strategy for Maritime Security (NSMS).

A 31-page document, the strategy discusses threats to national security (such as terrorism and piracy); strategic objectives (such as prevention and recovery); and strategic actions (such as international cooperation, domain awareness, and continuity). The new approach is the end product of an effort led by the Secretaries of the Departments of Defense and Homeland Security to develop a comprehensive NSMS that would "better integrate and synchronize existing department-level strategies and ensure their effective

and efficient implementation," the agencies said when issuing the report.

This project was launched in December 2004 via direction of President Bush. In addition to the new strategy, the departments developed eight supporting plans to address the specific threats and challenges of the maritime environment. The supporting plans include:

The National Plan to Achieve Maritime Domain Awareness, which lays the foundation for an effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the United States, and identifying threats as early

and as distant from our shores as possible.

A Maritime Transportation System Security Plan that responds to the president's call for recommendations to improve the national and international regulatory framework regarding the maritime domain.

A Maritime Commerce Security Plan establishing a comprehensive diagram to secure the maritime supply chain.

A Maritime Infrastructure Recovery Plan recommending procedures and standards for the recovery of the maritime infrastructure following attack or similar disruption.

An International Outreach and Coordination Strategy providing a framework to coordinate all maritime security initiatives undertaken with foreign governments and international organizations, and soliciting international support for enhanced maritime security.

A Global Maritime Intelligence Integration Plan using existing capabilities to integrate all available intelligence regarding potential threats to U.S. interests in the maritime domain.

A Maritime Operational Threat Response Plan aiming for a coordinated United States government response to threats against the nation and its interests in the maritime domain by establishing roles and responsibilities that enable the government to respond quickly and decisively.

A Domestic Outreach Plan engaging non-federal input to assist with the development and implementation of maritime security policies.

While the foregoing tactics address different aspects of maritime security, said DHS, they nonetheless mutually are linked and reinforce one another. Together, the NSMS and its supporting plans represent the beginning of a comprehensive national effort to promote global economic stability and protect legitimate activities, while preventing hostile or illegal acts within the maritime domain, according to the DHS.



A port security drill is conducted earlier this year in Anchorage, Alaska.

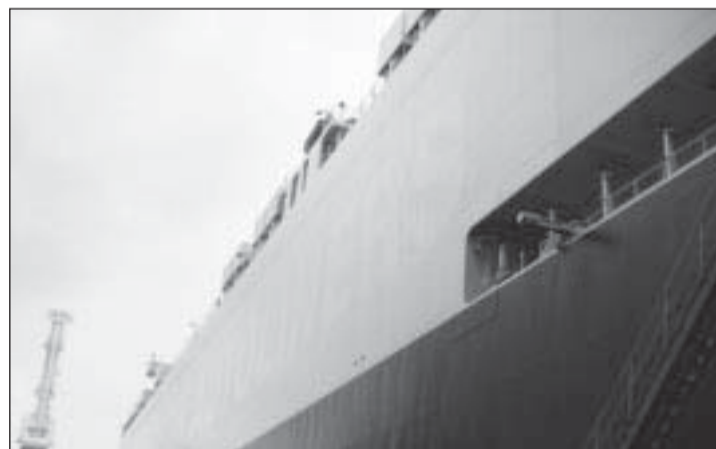


A Coast Guard cutter sits off the vessel *Nord Sea* during a homeland security boarding in the Louisiana Offshore Oil Port in Mobile, Ala. in mid-September.

Raising the Stars and Stripes!



As part of the newly expanded Maritime Security Program, Seafarers recently welcomed the car carrier *Alliance New York*, operated by Liberty Maritime. Representing new jobs for SIU members, the vessel hoisted the Stars and Stripes on Sept. 28 in Yokohama, Japan and then sailed for ports in Korea, Puerto Rico and the Gulf Coast. The *Alliance New York* will offer around-the-world service.



Americans Forced to Pay More As Insurance Coverage Goes Down

If there is any positive news in the health insurance crisis, it is that premiums climbed only 9.2 percent this year as compared to 11.2 percent in 2004 and 13.9 percent in 2003. But that is little consolation to those workers who find that the increased cost of health insurance is still more than three times the growth in their earnings (2.7%) and two-and-a-half times the rate of inflation (3.5%)—and that nearly 47 million Americans have no insurance at all.

These statistics were made available in the 2005 Annual Employer Health Benefits Survey recently released by the Kaiser Family Foundation and Health Research and Educational Trust. The survey found that only 60 percent of companies offered coverage to their employees in 2005, down from 66 percent in 2003 and 69 percent in 2000.

"It is low-wage workers who are being hurt the most by the steady drip, drip, drip of coverage draining out of the employer-based health insurance system," said Kaiser Family Foundation President and CEO Drew E. Altman, Ph.D.

In 2005, the "preferred provider organization" (PPO) plans—like that offered by the SIU—were more common than ever, with 61 percent of all employees with health coverage enrolling in a PPO (up from 55% the previous year). In a PPO, there is a network of doctors, hospitals and other health professionals who have agreed to provide care for a set price. The other popular arrangement is the "health maintenance organization" (HMO), which showed a decline in enrollment this year.

Family coverage under a PPO costs an average

of \$11,090 of which the employer pays \$8,449 and the worker pays \$2,641 (just to carry the coverage).

Employers predict an increase of about 10 percent next year in their health care costs. Some of these firms will likely ask their workers to pay more in premiums, raise deductibles, raise office visit co-payments or raise prescription drug co-payments. Only about 1 percent of firms say they are "very likely" to drop health coverage entirely in the near future.

The United Auto Workers (UAW), for example, last month said its leadership had unanimously endorsed a deal with General Motors Corp. (GM) to reduce its health care costs by cutting benefits for UAW workers and pensioners. The proposal would mean that health care would no longer be free for many of GM's retirees and their families and that drug co-payments would be increased for active GM hourly employees.

GM said that the proposed pact with the UAW would reduce its employee health-care expenses by \$3 billion annually before taxes. No time frame was given as to when the agreement will be put to union members for ratification.

One outcome of the rising cost of health care is that American workers are beginning to change their attitudes and actions in an effort to cope with the increased co-pays and deductibles. According to the Employee Benefit Research Institute's 2005 Health Confidence Survey, 79 percent of those persons questioned said they are now choosing generic drugs over name brands, and 71 percent said they are taking better care of themselves.

Retired Instructor Jack Parcel Dies

Jack Parcel, a retired instructor at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. passed away Sept. 13. Parcel was 77.

"As I recall, Jack entered the U.S. Navy in 1945 and retired some 30 years later as a master chief electrician," said Eric Malzkuhn, a long-tenured instructor at the Paul Hall Center and one of Parcel's closest friends. "During his distinguished naval career, he not only trained electricians, but also instructors."

Shortly after his retirement from the armed forces, he came to the Paul Hall Center. Many students, particularly electricians, benefited from his instruction.

"In truth, though, his impact has been felt throughout the maritime industry," Malzkuhn added. "He was a mentor figure to many instructors. We all owe Jack a debt of gratitude. We all mourn his passing, and our thoughts and prayers are with his family."

Born in Missouri, Parcel served in the U.S. Navy as an electrician and retired as a master chief petty officer. Parcel launched his career as a maritime educator in 1974 when he signed on at the Piney Point school as an engine department instructor. Electrical maintenance, crane maintenance, electro hydraulics and variable speed dc drivers were among the courses he taught over the years.

An achiever as well as an educator, Parcel rarely missed out on an opportunity for advancement. He became a department head at the school in 1977 and a senior instructor in 1978. After training hundreds of merchant mariners and making a difference in the lives of countless others, Parcel called it quits in the academic arena. He retired on Jan. 1, 1991 and established his residence in Tampa, Fla.

Parcel was preceded in death by his wife Margaret. He is survived by one son, James; and a daughter, Margaret Dugan.



Jack Parcel conducts a class during the 1970s at the Paul Hall Center. Parcel, who became an instructor at the SIU-affiliated school in 1974, passed away recently in Tampa, Fla.

Agency Issues Revised STCW Endorsement

The U.S. Coast Guard in late September began issuing a newly revised U.S. STCW Endorsement, Form CG-5611 (Rev. 01-05), to qualified licensed and unlicensed merchant mariners.

According to the agency, more than 59,000 U.S. merchant mariners hold a valid STCW endorsement.

Mariners' existing endorsements will be replaced at the time of their scheduled expiration or when their qualifications are upgraded. The new document contains "significant security and accountability enhancements," according to the Coast Guard.

The design is based on the U.S. Merchant Marine Officer License (Form CG-2849) and

advice by senior intelligence officers at the Immigration and Customs Enforcement Forensics Document Laboratory for cost-effective, fraud-resistant features; and the Production and Design Team of the U.S. Bureau of Engraving and Printing (BEP). The revised U.S. STCW Endorsement "exceeds International Maritime Organization standards on anti-fraud measures and forgery prevention features for seafarers' certificates," the agency noted in a news release.

Additionally, a revised U.S. STCW Endorsement information sheet was designed and printed by the BEP and has been distributed domestically to Regional

Exam Centers (RECs), inspectors, unions and industry; and internationally to the IMO and foreign national maritime administrations.

A copy of the Revised U.S. STCW Endorsement Information Sheet can be obtained by registering for a free subscription of the USCG Proceedings of the Marine Safety & Security Council at <http://www.uscg.mil/proceedings/>. It is posted on the National Maritime Center's website, <http://www.uscg.mil/stcw>. Mariners with additional questions may contact their nearest REC or Jon Furukawa at (202) 493-1014 or jfurukawa@ballston.uscg.mil.

Line Comes Under Scrutiny For Evacuee Housing Contract

Continued from page 2

financial officer to oversee Katrina spending.

Meanwhile, congressional calls for an investigation of the contract have increased, with Republicans as well as Democrats seeking action.

Three Republicans, Reps. Marilyn Musgrave (R-Colo.), Jeff Flake (R-Ariz.), and Todd Tiahart (R-Kan.), sent a letter to House Speaker Dennis Hastert (R-Ill.), calling for "an immediate investigation into all matters related to the contract."

"We have concerns about a broad range of issues," the letter said, citing the total price tag, the economics of housing evacuees under the contract terms and the speed with which the deal was negotiated.

Not only are questions being raised over the Carnival contract's cost, but congressional investigators also are examining the company's tax status. CCL,

which is headquartered in Miami but incorporated for tax purposes in Panama, paid just \$3 million in income tax benefits on \$1.9 billion in pretax income last year, according to company documents. "That's not even a tip," said Robert S. McIntyre of Citizens for Tax Justice. U.S.

companies in general pay an effective income tax rate of about 25 percent, analysts say. That would have left Carnival with a \$475 million tax bill.

Carnival's public records boast "that substantially all of our income in fiscal 2004, 2003 and 2002 . . . is exempt from U.S. federal income taxes," largely because it maintains that its operations are not in the United States but on the high seas.

Internet Issue Resolved

Recently, without appropriate notice from MSC, the union learned that CIVMARS' access to commercial web sites was to be blocked beginning Oct. 18, 2005. The union submitted a formal information request to MSC in order to determine the reasons for this proposed change. The union objected to this policy change and questioned MSC regarding privacy issues as well as CIVMARS' opportunity to receive private e-mail under a military address, access to banking and other financial sites, and use of other web-based services such as news and other commercial sites.

As this edition of the *LOG* went to press, it appears that the issue tentatively was resolved in the members' favor. The union is awaiting final confirmation from MSC.

If CIVMARS experience difficulties accessing their web-based e-mail, they may contact their union representatives at (415) 861-3400 on the West Coast, (718) 832-8767 or (757) 622-1892 on the East Coast.

CIVMAR Notes

FY2005 Wage Update

Each year, in accordance with federal law, the union submits private sector collective bargaining information to MSC as a basis for the agency to make a determination about an adjustment of CIVMARS wages. As previously reported in the June 2005 edition of the *Seafarers LOG*, the SIU had been waiting to learn about the finalization of certain private sector collective bargaining agreements in order to provide MSC with relevant wages and conditions of employment. Once MSC reviews these agreements, the agency generally makes adjustments to yearly wages, in this case, FY05 wages for MSC CIVMARS.

On Oct. 4, 2005, the SIU notified MSC that the union was prepared to make the required submissions. Further, in a spirit of cooperation with the agency, the SIU asked the responsible subject-matter personnel at MSC headquarters to meet with the union for an in-depth discussion of wage matters affecting MSC CIVMARS. The union believes such talks could be quite productive and beneficial for all parties, especially in light of MSC's intention to establish the Military Sealift Fleet Support Command early this year. As of press time, the union was awaiting a response from the Command.

This is a time-consuming process. The union will continue providing updates when appropriate.

Union Files Grievance

The union's Government Services Division has filed a safety and health habitability grievance regarding MSC's selection of a local hotel in Norfolk, Va. used for housing CIVMARS who are required to report to the CSU East Coast. After a thorough inspection by the Government Services representative, the hotel was deemed unsatisfactory for a variety of reasons including evidence of a roach problem, mold and mildew smells, uncleanliness, rooms in poor condition with broken furniture and poor maintenance. Additionally, the union discovered that this hotel is in an area of town with a high crime rate, making it unsafe for mariners. In addition to this grievance, the union is evaluating other legal options to try to correct this situation. CIVMARS who experience habitability problems should contact the union at 415-861-3400 (on the West Coast), 718-832-8767 or 757-622-1892 (East Coast), or via email at civmarsupport@seafarers.org.

SIU Continues Hurricane Relief Efforts

On several fronts, the SIU continued with its hurricane relief efforts late last month even as yet another storm—this one named Wilma—battered the southeastern United States.

In late October, Seafarers were sailing aboard eight vessels—including training ships mobilized during Hurricane Katrina—helping provide aid along the Gulf Coast. Earlier in the month, the hospital ship *USNS Comfort*—crewed by members of the union's Government Services Division—returned to Baltimore following a deployment to the New Orleans area.

Additionally, the Seafarers Disaster Relief Fund gave assistance to hundreds of members and their families (see sidebar), while the Seafarers Pension Plan and the NMU Benefit Plans,

respectively, approved a supplemental payment to eligible retirees.

In Beaumont, Texas, the SIU crewed *Cape Vincent* and *Cape Victory* were dubbed "Noah's Arks" by the Associated Press after the Ready Reserve Force ships took aboard police dogs as well as substantial numbers of emergency equipment and personnel during Hurricane Rita.

They weren't the only SIU crewed ships to provide shelter to animals. The U.S. Military Sealift Command reported that mariners from the *USNS Bellatrix* helped Louisiana veterinarians save orphaned pets in New Orleans' St. Bernard parish, an area devastated by Hurricane Katrina. The 946-foot fast sealift ship returned to Louisiana soon after Katrina to join relief efforts.

In their spare time, the 27 civilian mariners (including SIU members) who crew the *Bellatrix* used various supplies and spare parts to build cages and shelters for more than 300 cats and dogs separated from their owners. Mariners volunteered to walk and groom the homeless pets.

The ship also took on relief workers—17 U.S. Marines from the 4th Civil Affairs Group, based in Washington, D.C., two Navy doctors and 10 local veterinarians and vet assistants.

When the outer bands of Hurricane Rita struck the New Orleans area Sept. 24, the *Bellatrix* housed five sick canines in the ship's massive cargo hold. The homeless pets were sheltered from the wind and rain and received medical attention from vets during the storm.

The ship is usually kept in reduced operating status in Violet, La.

At the SIU hall in Mobile, Ala., the union offered its facility as a staging area for members of the United Food and Commercial Workers who had transported relief supplies from Philadelphia.

"We appreciate the Seafarers putting us up," stated Wendell Young, business agent for UFCW Local 1776. "Our members are grateful."

At least two SIU-contracted companies, Crowley and Express Marine, donated relief supplies



Pictured aboard the *Sirius* are SIU VP Gulf Coast Dean Corgey (third from left) and Seafarers including Bosun Wayne Casey, AB Fred Shannon, OS Gary Auzston and AB Roger Phelps. The ship has provided housing and support for police and military personnel and others in the New Orleans area.



Helping staff the *Sirius* steward department are (from left) Chief Cook Jeff Power, Chief Cook Helen Mitchell and Chief Steward Andrew Austin.

and had them scheduled for delivery to the SIU hall in Harvey, La., which is near New Orleans.

"Certainly the recovery will take years, but in the short run there is light at the end of the tunnel," noted SIU New Orleans Port Agent Steve Judd. "All the employees are back at the hall, functioning like normal. The office is normal. Outside the hall, there are still plenty of reminders that it's not normal overall. It's not pictures on a TV screen to us."

Judd said that family members of a number of Seafarers lost their lives in the first hurricane, bringing the devastation into tragic focus.

As in other national tragedies, however, the professional and humane response from SIU members has been hard to overlook. As previously reported, Seafarers in the New Orleans area were among the first to provide assistance to hurricane victims. In at least one case they provided

invaluable assistance to local medical personnel, relief workers and members of the National Guard before any other help was available.

Upon reporting to the Texas A&M training vessel *Sirius*, activated for Katrina relief, Seafarers performed at a level that caught the attention of the ship's master.

"The 41 crew members from the SIU and AMO have been outstanding," noted Captain Sam Stephenson. "I have never sailed with such a hard-working crew that has been so mission-focused. In four days, two months of work was accomplished."

"SIU crew members did whatever it took to make sure the *Sirius* was ready to sail on time," he continued. "The maritime unions of the United States have pulled together for our fellow citizens in distress and it makes me proud to be part of the U.S. Merchant Marine, working with some of the finest mariners in the country thanks to the SIU."

Thanking Those Who Contributed

As the extent of Hurricane Katrina's damage became evident, the union quickly established the Seafarers Disaster Relief Fund (SDRF) in order to provide financial assistance specifically to Seafarers, their families and union employees in the affected areas. This included members of the SIU-affiliated United Industrial Workers and the Seafarers Entertainment and Allied Trades Union.

The intent was for quick and virtually complete disbursement, and that goal had been achieved by late October. Hundreds of members, their families and employees have been helped in Texas, Louisiana, Mississippi and Alabama. With the fund essentially exhausted, the union thanks those who contributed to the SDRF. The names of all who contributed follow:

Lito Acosta	Terry Cowans	Frank Iverson	Ryan Neathery	Joseph Soresi
Abdulgabar Ahmed	John Cox	Leportre Jasper	Jonathan Nielson	John Spadaro
Mohamed Ahmed	Amancio Crespo	Neil Johnson	William Nihem	Samuel Spain
Ueli Alataua	Arthur Cross	Thomas Johnson	Don Nolan	Louella Sproul
Ahmed Ali	Dante Cruz	Stephen Judd	Lorraine Nuno	Joseph Stanton
Luqman Ali	Ambrose Cucinotta	Timothy Kacer	Abdulla Omar	Robert Stellan
Seddik Ali	Joshua Davenport	David Kelch	Tommy Orzechowski	Charlie Stewart
Wadeea Alnasafi	George Decossio	Ed Kelly	Richard Owusu	Jeffrey Stuart
Christopher Altieri	Lou Delma	Angela Kendall	Fabian Palacios	Orlando Suazo
Santiago Amaya	Shawn Deloach	Georg Kenny	Ronald Paradise	Kenneth Sullivan
D.C. Anderson	James DeMouy	Enrico LaMarca	Earl Parker	Steven Sun
Calvin Andrews	William Dennis	Michael Lau	Jeffrey Parsley	Randolph Sutton
Eugene Aruta	Susan Derseweh	Philip Lau	Chad Partridge	William Tanksley
Shwe Aung	Neil Dietz	Charlotte Leblanc	Miles Partridge	James Taranto
Gloria Baker	Alshea Dixon	Andrew Linares	Arthur Patterson	Leslie Tarantola
Joseph Barnes	Daniel Duncan	Rene Lioeanjie	Frank Pecquex	Raymond Tate
Cornelio Bartolome	Robert Duncan	Steven Lonas	Herb Perez	Eric Taylor
Joseph Baselice	Wilbert Earl	Lanette Lopez	Philip Pifer	Kenneth Taylor
Marlon Battad	Darrin Eastridge	Rudy Lopez	Bryan Powell	Simeon Taylor
Benjamin Bess	Thornton Elliott	Russell Luther	Francis Quebedeaux	Augustin Tellez
Clinton Betties	Frank & Kitty Eno	Kermett Mangram	Arthur Quinney	Don Thornton
Joseph Bidzilya	Jessie Espiritu	Kenneth Marceski	Reynato Ramos	George Tricker
Jordan Biscardo	O.G. Evora	Kevin Marchand	Dadang Rashidi	Robert Troy
Robert Blair	Ray Farinas	Erik Marlowe	John Repose	Jeff Turkus
Margaret Bowen	Suree Farrell	Nicholas Marrone	Lawrence Richard	James Tyson
Michael Boyle	John Fay	Moises Martinez	Lance Riggs	Eddy Usmany
Michael Brady	Audrey Feffer	Domingo Martinez	Paul Riley	Thomas Vain
Thomas Bray	Mario Fernandez	Reyes	Nick Rios	Bryan Vallecillo
Todd Brdak	Ronald Fields	John McCabe	Irving Rochez	Patrick Vandegrift
Ethel Brooks	Robert Firth	Henry McCullough	Juan Rochez	John Vierra
Robert Brooks	Ronald Fluker	Jim McGee	Edward Rockinger	Joe Vincenzo
Davon Brown	Salman Frederick	Kenneth McLamb	John Ropp	Annie Walker
James Brown	Emiliano Garcia	Ronald Mena	John Sacco	Kareem Walters
Monte Burgett	Richard Gegenheimer	Dennis Metz	Michael Sacco	Archie Ware
James Callahan	Carolyn Gentile	Joseph Mieluchowski	Tony Sacco	Mohamed Wasel
John Carr	Eric Grant	George Miller	Ali Saleh	Antjaun Webb
Robert Cartmel	Godwin Gregg	Thomas Miller	Raymond Samaria	John Wells
Nicholas Celona	Herman Hall	Valerie Miller	Jason Schoenstein	Mark Wertanen
Patti Christian	Kenneth Hamilton	Yaser Mohamed	Peter Schuetz	Christian Westbrook
Peter Ciddio	Thomas Hawkins	Kenny Moore	Garland Scott	Chester Wheeler
Alvin Clark	Frederick Hayston	Edd Morris	Robert Selzer	Jimmy White
Casey Coddington	David Heindel	Mark Morris	Randy Senatore	Walter White
Octavian Cojocar	Wilmer Herrera	Roger Mosley	David Sexton	Betty Wierschem
Ronald Cokes	Alexander Hill	Mothana Mothana	Michael Shay	Curtis Williams
Dave Coleman	Michael Hill	Diane Muratalla	Jack Sheehan	Richard Wilson
Victor Cooper	Teresa Hoinsky	Lupe Murillo	Mohamed Shibly	Robert Wisler
Tina Corbin	David Hollenback	Nagi Musaid	Karen Shuford	Wilbert Wood
Dean Corgey	John Huggins	Gheorge Mustata	Becky Sleeper	Martin Zeidenberg
Vincent Coss	Regie Ignacio	Paul Nathan	John Solano	Ann Marie Zwerlein



The SIU crewed *Cape Vincent* provided shelter for emergency vehicles and other equipment as well as personnel in Beaumont, Texas.



Local workers rest on the *Cape Victory*, which offered a respite from Hurricane Rita.

Seafarers Help Rebuild Florida Coastline

Last year—long before the nation had even heard about Hurricanes Katrina and Rita, which came ashore with a fury in cities along the U.S. Gulf Coast—Florida was hit with four hurricanes in a row: Charley, Frances, Ivan and Jeanne.

Southwest Florida's coast, including the resort communities of Sanibel Island and Captiva Island, were decimated. And while some of the resorts were able to reopen fairly quickly, many of the buildings in those communities, as well as the shoreline, were destroyed.

Kevin Marchand, an SIU patrolman in Ft. Lauderdale, recently toured the area. He noted that the SIU-crewed hopper dredge *Dodge Island*, operated by NATCO, is working with the U.S. Army Corp of Engineers to help rebuild the shoreline. NATCO, a subsidiary of Great Lakes Dredge and Dock Co., is a leader in restoring eroded recreational and commercial waterfronts.

The destruction wrought by the 2004 hurricanes is still visible a year later. Harborside and oceanside resorts and docks are being rebuilt, but the foul smell of dead fish from the Red Tide fills the air and is but another reminder of Mother Nature's last visit to this once lovely and picturesque community.

The shoreside resort on Captiva Island will someday be filled

with tourists once again, Marchand stated, but for now, it is inhabited by workers who live on the island to rebuild the houses, roads and bridges that have been washed away.



A Coastal Research Amphibious Buggy (CRAB) is a three-wheeled vehicle built by the Wilmington District of the U.S. Army Corps of Engineers to monitor beach nourishment projects.



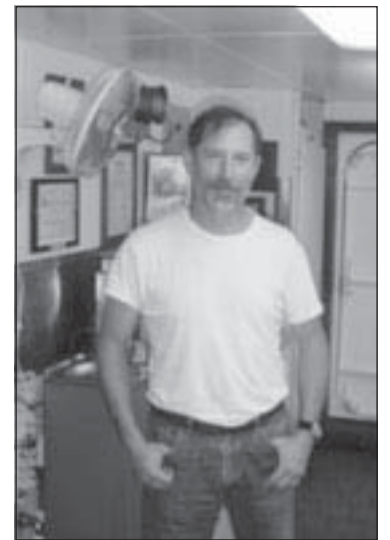
Left: QMED Mike Brady is ready to take on stores.



Left: Bernard Mood, a launch boat operator, has been with NATCO for 28 years.



The *Dodge Island* pumps sand to the beaches off Captiva Island along the southwest Florida coastline.



Mike Horn is captain aboard the *Dodge Island*.



Sand is pumped ashore to rebuild the beach line on Captiva Island.



Crew members aboard the *Dodge Island* include Dragtender Darryl Nelson, AB Arnold Sypongco, Wiper Elvis Sumaria, QMED Mike Brady, AB Confesor Arzu, SA Carlos David, Chief Cook Mario Fernandez and AB Domingo Martinez.

It's Business as Usual For Seafarers Following Acquisition of CP Ships

The bargaining agreements of five Seafarers-crewed vessels managed by Marine Transport Management, Inc. (MTM) will continue to be honored following the Oct. 1 acquisition of CP Ships by Hapag-Lloyd.

The *Lykes Navigator*, *Lykes Liberator* and *Lykes Discoverer*, three Pacific-class vessels currently participating in the Maritime Security Program (MSP), will be renamed the *CP Navigator*, *CP Discoverer* and *CP Liberator*.

Under the new, expanded MSP—a vital component of America's national defense capabilities—these three vessels, along with the Americana-class *Lykes Motivator* (renamed the *CP Motivator*) will be replaced by four more modern vessels by March 31, 2008. They will be sister ships to the Pacific-class vessel, the *CP Yosemite* (formerly the *Lykes*

Explorer, which was withdrawn from the U.S.-flag trade Sept. 24, 2005 and was replaced with the reflagged *Yucatan* and then re-named the *Yosemite*).

These five ships will join the updated MSP fleet, which now includes 60 vessels, an increase of 13 ships compared to the MSP which expired at the end of September.

President Bush authorized the expanded MSP as part of a Defense bill that he signed in late 2003. The program initially was established through the Maritime Security Act of 1996. It helps retain "a labor base of skilled American mariners who are available to crew the U.S. government-owned strategic sealift fleet, as well as the U.S. commercial fleet, both in peace and war," according to the U.S. Maritime Administration.

The acquisition of CP Ships by Hapag-Lloyd will create the world's fifth-largest container shipping company with more than 100 routes spanning the globe. The combined assets of the new company will continue to support national defense through participation in the MSP and the Voluntary Intermodal Sealift Agreement (VISA).

2 Unions Join 54 Others as AFL-CIO Affiliates

The AFL-CIO recently welcomed two unions into the federation.

Early last month, the 60,000-member United Transportation Union (whose members include railroad conductors at Amtrak) rejoined the AFL-CIO following a four-year absence. Also, in late September, the 65-member California Nurses Association (CNA) indicated that it wants to affiliate with the federation.

The respective affiliations are subject to final approval from the memberships.

Not including those additions, the AFL-CIO has 54 affiliate unions, including the SIU, representing a combined 9 million members.

During a CNA conference in

Oakland, Calif., association officials and delegates noted that joining forces with the AFL-CIO would enable CNA to help champion a transformation of the nation's health care system and provide strong allies in a common front to resist the "aggressive agenda of the corporations and the far right and their allies in Washington and Sacramento and their escalating attack on workers, low and moderate income people, and unions," said CNA Executive Director Rose Ann DeMoro. "Now more than ever we need a cohesive, powerful labor movement."

Meanwhile, the federation on Oct. 17 announced that it had reached an "agreement in principle" over terms for local unions

affiliated with the Change to Win (CTW) federation to join AFL-CIO state federations and central labor councils via "Solidarity Charters" and enjoy full voting and participation rights. In a memo to AFL-CIO state and local bodies, AFL-CIO President John Sweeney outlined the terms agreed to by officials of CTW.

"In view of the agreement that we believe we have in principle," he wrote, "the AFL-CIO has agreed to extend the deadline for reaching final terms through the November elections, to November 15. In the meantime, the AFL-CIO will not object to members of CTW locals that intend to apply for Solidarity Charters running for office in the state and central bodies in question."

SIU-Contracted Companies Receive Safety Awards

Six SIU-contracted companies were presented with safety awards by American Maritime Safety, Inc. at their 2005 annual membership meeting and award ceremony last month in New York.

American Maritime Safety, Inc. is a not-for-profit trade association established in 1987 to facilitate the maritime industry's compliance with U.S. Coast Guard regulations and international protocols. The organization has grown from seven deep-sea operators in 1987 to more than 370 today, many of which are under SIU contracts.

As of 1993, the group began giving out safety awards to member companies, mostly U.S.-flag operators, based on input and other feedback from Coast Guard captains and others with regard to safety, training and environmental issues. An advisory board of six

persons evaluates the nominees and makes the final recommendations, according to Lou Meltz, president of American Maritime Safety, Inc. This year, all six awards went to SIU-contracted companies.

The companies and their awards follow:

Keystone Shipping Co.—The American Maritime Safety Award

Liberty Maritime Corp.—Marine Environmental Preservation Award

Interocean Uglund Corp.—Tank Vessel Safety Award

Moran Towing and Transportation—Safe Working Practices Award

Alaska Tanker Co.—Quality Ship Management Award

Crowley/MTL—Safe Navigation and Operation Award

'Union Yes' Race Car Takes Labor's Message On the Fast Track

August was a big month for the "Union Yes" race car. After being temporarily plagued by mechanical problems early in the 2005 season, the union-sponsored race car came back with a vengeance.

Both the car's driver, Greg Hindman, and his wife, Brandi, come from families with very strong union backgrounds. Hindman is a member of UA Local 290, and the union message is something that is very important to the couple. "We are going to take it as far as we possibly can," said his wife, who is president of B.I.O. Racing, Inc.

The first stop was the 34th Annual Pepsi Nightfire Nationals in Boise, Idaho. The four-day event provided an opportunity to highlight the message of solidarity as it won the top fire full-bodied class in front of an estimated 10,000 fans.

"With the somewhat resistant response we are getting from Idaho's many non-union fans, it was important to continue to make an impression," said Hindman. "We came into this race with goals we wanted to meet, but the outcome was so much more than we would have ever hoped for.

"Not only did we get to visit with Idaho union members, we were thrilled to be approached by non-union workers who wanted to learn more about how union membership could impact their lives," the steamfitter went on to report.

The next stop for the "Union

Yes" drag racer was Port Orchard, Wash., where it laid down a career best 7.04 second, 199 mph run. This pass secured the top qualifying position for the Bremerton Raceway event. The results also included a second-place finish in the Top Comp race and a third place finish in Street Outlaw.

The couple took the car to several Labor Day picnics sponsored by Oregon locals, where they snapped photos of members and their families with the car.

The team also plans to return to Idaho for a big race where Hindman won the Top Gun race last year—an honor held by only six drivers across the U.S. He will be returning to defend his title and use his recognition in the racing world to bring attention to the union movement. According to the race car team, they also will focus on contacting unions that are not yet involved with the "Union Yes" racing program.

"We have been thrilled with the response the program has received within the labor movement," noted Brandi Hindman. "We want all of the families of organized labor to view this as their car, giving them a voice with which to reach the 70 million fans of drag racing. We will do our best to win them over one victory at a time."

The "Union Yes" race car is sponsored by the Oregon State Building Trades Council, the Oregon AFL-CIO, AFSCME Council 75 and Painters District

Council 5, as well as several Oregon and Washington locals and union vendors from across the nation.

"We're proud to be supporters of the 'Union Yes' car, bringing the 'Union Yes' message to the track and America's workplaces," said Tim Nesbitt, president of the Oregon AFL-CIO.



With its car painted in red, white and blue, the 'Union Yes' team spreads the message of the labor movement on and off the track. Driver Greg Hindman qualified in the top position for the Bremerton (Wash.) Raceway event (above).

Service Call on the Louis J. Hauge



James Foley is the bosun aboard the CPL *Louis J. Hauge Jr.*

These photos were taken by Port Agent Jeff Turkus when the *Hauge* recently stopped off in Guam. As one of the container and roll-on/roll-off ships in the Military Sealift Command fleet, the vessel carries a full range of Marine Corps cargo. It is prepositioned in Diego Garcia.

ABs Russell Lofing and Ed Rockinger keep busy on deck.



Former NMU Member Frede Frost Dies at 84

Former NMU member **Frede Frost** passed away July 1 following a lengthy battle with cancer. He was 84.

A retired captain, Brother Frost hailed from Denmark.

"Captain Frost left lasting impressions of seamanship, integrity, practical knowledge and common sense on all those he met and worked with throughout his distinguished career," said longtime friend and fellow mariner Capt. Christopher Yearwood of Severna Park, Md. "His greatest trait was as a mentor to all those who sailed with him."

Born in 1920, Brother Frost launched his seagoing career in 1937 in his native country. Brother Frost leaves behind a long legacy of seagoing relatives back home. He followed in the footsteps of his father, worked his way all the way to the top and become a captain. Some 56 years later, in 1993, he retired as a captain while at the helm of the *Aspen*, a Trinidad Shipping Co.-operated tanker. Brother Frost commanded Trinidad Shipping vessels for 42 years.

He was a member of a host of professional and fraternal organizations including: the Masters, Mates & Pilots; Grand Lodge #195 (Masons); the American Merchant Marine Veterans-Puget Sound Chapter; the American Legion; and the Veterans of Foreign Wars.

Brother Frost is survived by his wife, Toni; one step-daughter, Kelly McGinnis; two grandchildren, Robert and Rebecca; and several relatives in Denmark.



Capt. Frede Frost



Working in the galley are ACU Roy Harris and Chief Cook Stephan Osovitz.

The *Hauge's* chief electrician is David Castro.





SIU Vice President Contracts Augie Tellez (right) poses with Lt. Col. Todd Robbins of the U.S. Transportation Command (TRANSCOM). The photo was taken following a TRANSCOM executive working group meeting at SIU headquarters in early August, where the topics covered included sealift and Operation Iraqi Freedom.

At Sea And Ashore With the SIU



Retiree Richard Rigney and his wife, Regina, vacation in Piney Point every year, usually around their anniversary. This year marked an extra special occasion as the happy couple celebrated their 50th anniversary on July 2 at the Paul Hall Center. Brother Rigney sailed for more than 30 years as a bosun and AB. He retired in 1982.



Right: SIU President Michael Sacco addresses the membership (in photo above) at the September monthly meeting in San Francisco. With him on the dais are (from left) Port Agent Vincent Coss, Vice President Nicholas Marrone, Assistant Vice President Nick Celona, Vice President Contracts Augie Tellez and Secretary-Treasurer David Heindel.



Seafarers sail aboard many different types of vessels, but the SBX (pictured at left) is one-of-a-kind within the SIU-contracted fleet. The semi-submersible craft—part of a U.S. operation called ground-based midcourse defense (GMD)—recently underwent modifications in Brownsville, Texas before sailing to Alaska. It is operated by Interocean American Shipping (formerly IUM) for the U.S. Military Sealift Command.



Left: Three Seafarers were congratulated by SIU officials when they were presented with their "A" Books at the October membership meeting in Piney Point, Md. From the left are SIU VP Contracts Augie Tellez, Gill Sickles, Zlatko Lucic, SIU President Michael Sacco and Harold Harper.



Julio D. Lobo, chief cook aboard the *Green Point*, receives the "Award of Safety Recognition and Awareness" from Capt. John E. Belcourt during a voyage from Naha to Yokohama, Japan. Capt. Belcourt said that Lobo is "a fine shipmate and a professional seaman. While transiting suspect waters in the Red Sea, Mr. Lobo displayed both courage and foresight of ensuring that the hotel area of this good ship was well protected."



Photo by Carole Caravaggio
Staffed by SIU members in the engine and deck department, the *Detroit Princess* is Detroit's newest entertainment and dining riverboat. This photo was taken in September on the Detroit River.

Below: Seafarers take advantage of a training course on security awareness offered at the Jacksonville hall in July. At right with Port Agent Bryan Powell (right) is Mitch Oakley, an instructor from the Paul Hall Center, who taught the course.



The above photo was snapped in July at the SIU hall in Jacksonville. From the left are Patrolman Joe Vincenzo, Safety Rep Tony Elliott and Port Agent Bryan Powell.

3 Ships Added to ARC Fleet

Continued from page 3

Handy two of the “fathers” of the program.

Ebeling also cited support from the Defense Department for U.S.-flag shipping; the “virtually unprecedented” partnership among maritime labor and businesses working to increase the fleet; and the “team of great Americans that make ARC work,” including the SIU crew members.

Sacco declared that the growth signaled good news not only for the industry, but for the entire nation, “Because what’s good for the U.S.-flag fleet is good for the

United States of America.”

He credited Ebeling and Handy for their respective efforts and also welcomed Schwartz, who already has voiced his strong support for the U.S. Merchant Marine.

“When you put all of these pieces together, you’ve got a genuine success story,” the SIU president continued. “You’ve got an expanded MSP that is bringing new tonnage into the American-flag fleet and new jobs to this nation. You’ve got a company that already has been very active in supporting Operations Enduring Freedom and Iraqi Freedom. You’ve got top military

leaders who understand the importance of U.S.-flag sealift and the value of American mariners. And you’ve got a union in the SIU that is extremely proud to serve as part of this country’s fourth arm of defense.”

He reminded the audience that Seafarers are “out there right now, sailing aboard military support ships in the Middle East in support of our armed forces. Our members are the best-trained seafarers in the world. They’re safe, they’re reliable, they’re courageous—and just as importantly, they love their country. That’s who mans the MSP fleet and the other American-flag ships that support our troops: SIU members—and other U.S. mariners—who are proud to deliver the goods.”

Before and after the ceremony, Seafarers aboard the *Integrity* said the ships are welcome additions not only because they bring new jobs, but also because the vessels themselves are first rate.

“It really is state-of-the-art,” said Bosun **Carl Pedersen**.

QMED **Mike McQueary** said the ship has “great layout and creature comforts.”

The ship normally will sail between U.S. East Coast ports and overseas locations that may include Antwerp, Bremerhaven and Southampton.



The SIU had a strong presence at the ceremony, including (from left) President Michael Sacco, AB Javier Ureta, AB Scott Stanley, Bosun Carl Pedersen, VP Contracts Augie Tellez and others.



Pictured from left to right are AB Scott Stanley, SIU Baltimore Port Agent Dennis Metz and Bosun Carl Pedersen.



QMED Mike McQueary



The naming ceremony for all three vessels took place aboard the *Integrity* Sept. 29 in Baltimore.



A view from the *Integrity's* deck



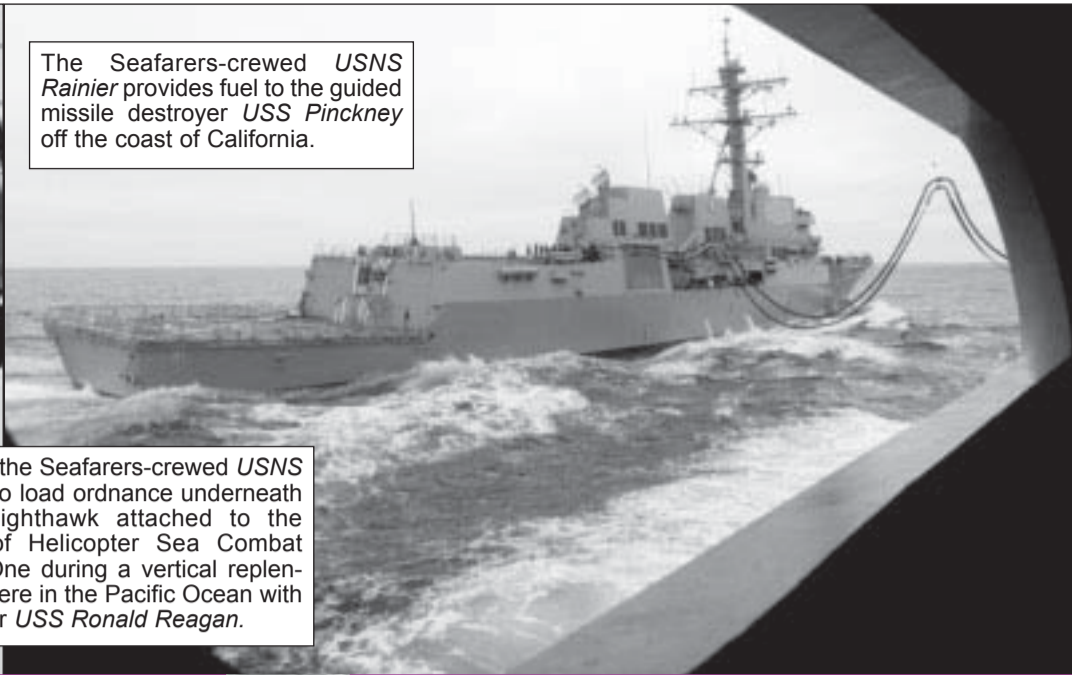
Left: Helping keep the *Integrity* crew well-fed are (from left) Chief Steward Stephen Bird, Chief Cook James Wadsworth and SA Nagibe Alhaj.



Three newly reflagged vessels were added to the fleet of SIU-contracted ARC. They are (from left) the *Courage*, *Honor* and *Integrity*.



The Seafarers-crewed *USNS Rainier* provides fuel to the guided missile destroyer *USS Pinckney* off the coast of California.



Mariners aboard the Seafarers-crewed *USNS Rainier* prepare to load ordnance underneath an MH-60S Knighthawk attached to the "Black Jacks" of Helicopter Sea Combat Squadron Two One during a vertical replenishment somewhere in the Pacific Ocean with the aircraft carrier *USS Ronald Reagan*.



A Logistical Amphibious Recovery Craft (LARC) launches from the Seafarers-crewed Military Sealift Command sea barge heavy lift ship *Cape Mohican* near Indian Island, Wash.

'READY to go again'



Both at home in the U.S. and at locations overseas, SIU members supporting U.S. troops in Operation Enduring Freedom and Iraqi Freedom.

By late last month, Seafarers were aboard at least a dozen vessels involved in operations in the Middle East. Other SIU members were manning U.S. Ready Reserve Force ships, keeping them prepared in case of a call for military or humanitarian missions.

Seafarers' positive and patriotic attitude was evident aboard the RRF ships *Cape Wrath* and *Cape Washington* in Baltimore on an inspection tour in mid-October. Most of the ships already have made multiple trips since the program's inception.

"We're doing our part and ready to go," said **Billy Dowzicky** aboard the *Wrath*. "Perspective is important. During the last deployment, I was on for 179 days, because it was two trips back to the Middle East."

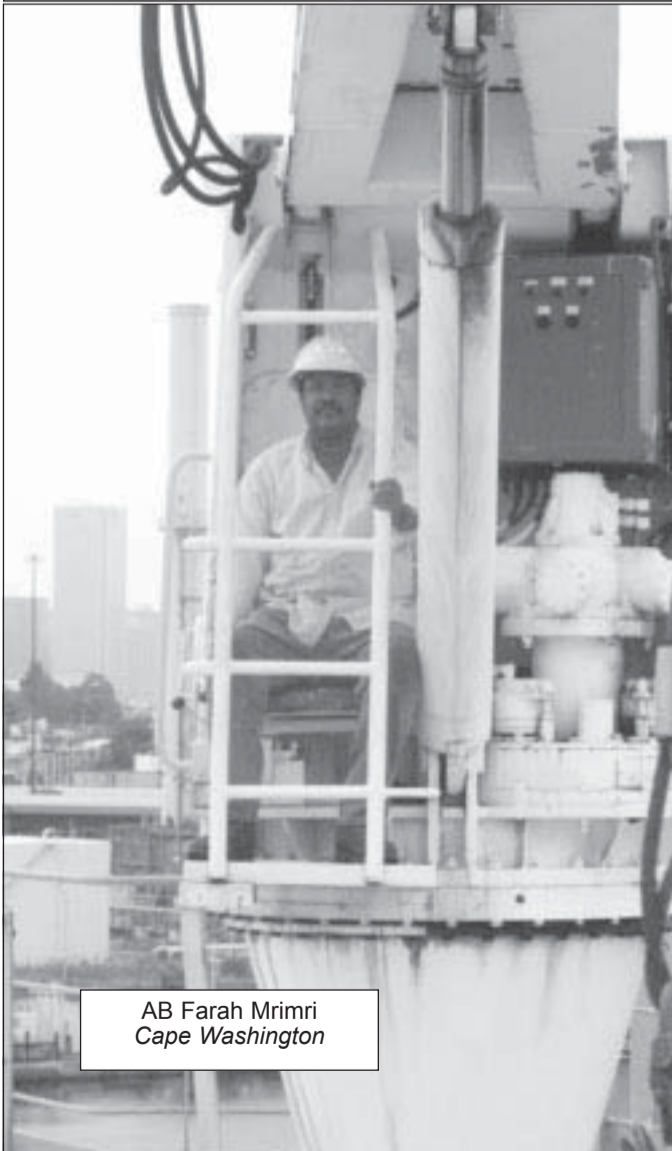
"We've had great crews every time," he added. "I've been on a smooth U.S.-flag ship throughout OIF and OEF. It's important that the RRF ships deploy on time and that the program works." **Bosun Rick James** made three trips to the Middle East. "I joined in 1995 and it's a lot different now."



Rick James

It's gotten to the point where we really have a younger crowd this time. I think more people are recognizing the importance of the U.S. Merchant Marine.

The bosuns and their fellow mariners indicated that there is much more to the program than just the statistics. Asked for candid replies and as candid as desired, the mariners in Baltimore



AB Farah Mrimri
Cape Washington



QMED Bob Oppel
Cape Wrath



DEU Bruce Milburn
Cape Wrath



Recertified Steward
McKinley Jones
Cape Wrath



Bosun Billy Dowzicky
Cape Wrath



DEU Al Barr
Cape Wrath



In the South China Sea, a Seahawk helicopter prepares to land on the flight deck of the Seafarers-crewed underway replenishment oiler *USNS Guadalupe*.



A diesel generator is loaded aboard the SIU-crewed LMSR *USNS Red Cloud* in Rota, Spain.

Seafarers Continue Supporting U.S. Troops in Operations Enduring Freedom & Iraqi Freedom

U.S. Army High Mobility Multipurpose Wheeled Vehicles (HMMWV) are loaded onto the SIU-crewed LMSR *USNS Pilliaau*.

strategic
continue
operations

sailing
in sealift
members
e (RRF)
activation

les were
Wrath and
overcast

mariners aboard those
supporting OIF.

again," stated Bosun
nally I've made four
yment we were gone
k-to-back.
ne."

hat the consistently
ag sealift operations
and the war against terrorism help prove
ystem "is working. Our ships always
or ahead of schedule. It's a testament that
rks."

James aboard the *Washington*, who has
to the Middle East during OIF, agreed.
l as an OS during the Persian Gulf War,
ferent this time," he noted. "We've got-
ave it down pat, and it's also a much
ore people are realizing
t Marine."

iners also strongly indi-
ese voyages than logis-
sured of confidentiality
—to a man—said they



The SIU-crewed RRF ships *Cape Wrath* (left) and *Cape Washington* have made numerous trips in support of U.S. troops involved in Operation Iraqi Freedom.



Billy Dowzicky



Bob Oppel



Al Barnett

value the chance to support our troops.

"It makes you feel patriotic, big time," declared Recertified Steward **McKinley Jones**. "Especially when [the U.S. Maritime Administration] gives you the medal when you get back, to show their appreciation.



McKinley Jones

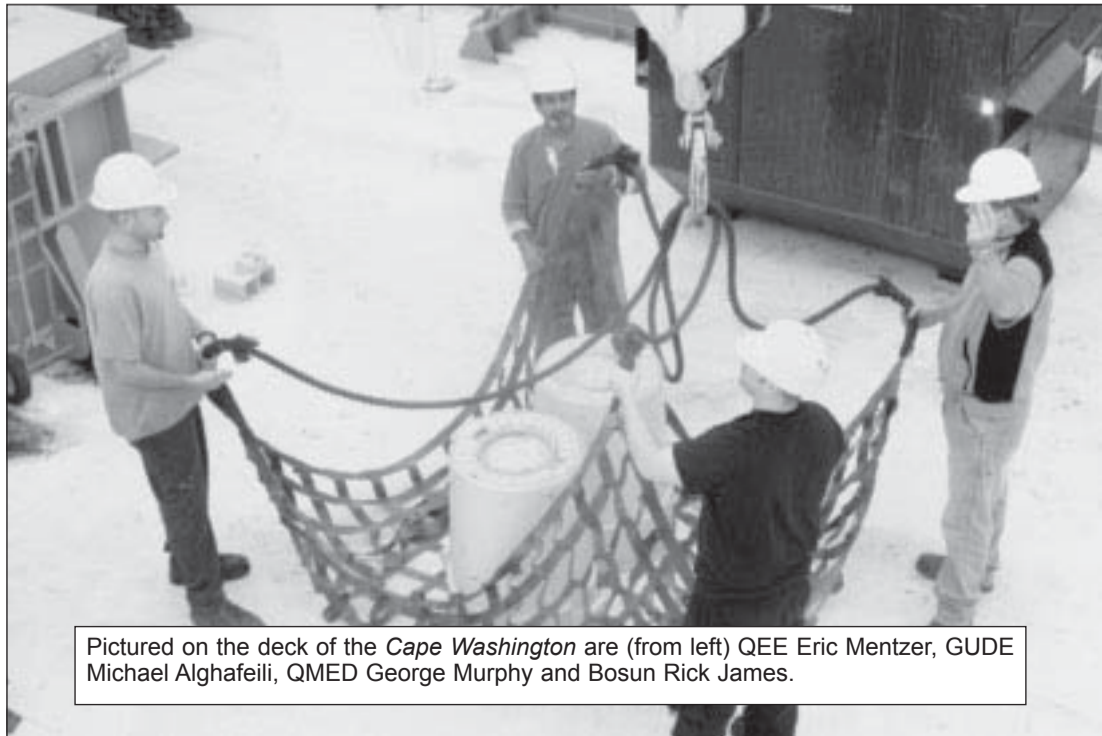
"We've had quite a few scary moments in port overseas, but I'm very willing to go back."

QMED **Bob Oppel** noted, "You definitely feel like you're doing something for the country, for the troops. It's a good feeling."

DEU **Al Barnett** said that interacting with the military security teams aboard SIU-crewed ships "makes you see the war more personally, because you get to know them pretty well. We've gotten along with them with no problems and we've also had great crews on all four trips I've made (for OIF)."

James said he estimates that the vast majority of mariners he has sailed with during these operations "feel patriotic about it. What we're doing, it means something. The results (in Iraq) may be more evident in 10 years than they are today, but they're proud they're doing something positive."

Overall, thousands of Seafarers have sailed in support of the missions since September 11, 2001. During the all-out combat phase of OIF, more than 5,000 American mariners sailed aboard hundreds of U.S.-flag ships in support of our troops. They performed what has been described by top government and military leaders as the most efficient sealift operation in history.



Pictured on the deck of the *Cape Washington* are (from left) QEE Eric Mentzer, GUDE Michael Alghafeili, QMED George Murphy and Bosun Rick James.



The Seafarers-crewed *USNS Red Cloud* off-loads coalition combat equipment and supplies in Souda Bay, Crete, Greece after returning from deployment in Iraq.



SIU Plan Offers Eight Scholarships For Members and Dependents in 2006

Don't let the high cost of a college or university degree stop you from applying to the school of your choice. Fill out the form on this page and send away for your program booklet today.

We've all been hearing and reading about the soaring costs of medical care. And, just like medical care, the price tag for higher education also has been increasing significantly faster than the rate of inflation or the growth in family incomes.

According to *The Washington Post*, the average annual tuition and fees this year at a public four-year college are around \$9,000; at a private institution, that figure is around \$20,000. Those figures are only going to increase.

These continually upward spiralling costs are causing many to question the value of continuing education beyond high school and to wonder whether the high cost of tuition is worth the investment.

But there is good news for Seafarers and their eligible dependents who want to continue their dreams of attaining a higher education without taking on any great financial burdens: the scholarship program offered by the Seafarers Health and Benefits Plan.

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

Three of the scholarships for 2006 are reserved for SIU members. One of those is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

Getting Started

Now is a great time to begin the application

process. The first step is sending away for the Seafarers Scholarship Program booklet. To receive a copy of this guide, fill out the coupon below and return it to the address listed on the form. Alternatively, pick up a copy of the booklet at your nearest SIU hall.

Once the scholarship booklet has been received, applicants should check the eligibility information and, if they are eligible, should start collecting some of the other paperwork which must be submitted along with the full application by the April 15, 2006 deadline.

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

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals. A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

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

Those Seafarers and dependents who previously applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Don't let the steadily increasing costs of a college education stop you from reaching your goals. The Seafarers Scholarship Program can make a difference.

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

IMPORTANT NOTICE: SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE HEALTH CARE CONTINUATION

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

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

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

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

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number () _____

This application is for: Self Dependent

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

11/05

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	0	1	2	0	2	1	0	1	5	1
Anchorage	0	6	3	0	2	0	0	0	12	5
Baltimore	6	9	1	9	4	4	2	6	11	0
Fort Lauderdale	8	22	12	7	11	6	5	13	32	13
Guam	2	5	0	0	2	0	0	4	9	0
Honolulu	6	6	3	6	5	3	2	16	10	5
Houston	31	26	21	22	24	14	17	51	39	43
Jacksonville	33	18	4	21	19	4	12	46	35	10
Joliet	0	2	1	0	0	0	0	0	3	2
Mobile	6	10	5	4	8	3	2	13	17	8
New Orleans	14	8	5	2	2	1	3	24	15	12
New York	19	18	21	17	9	12	7	50	38	35
Norfolk	10	13	8	12	9	4	4	23	25	14
Philadelphia	2	7	2	4	4	1	2	3	8	3
Piney Point	2	23	1	1	7	1	2	2	27	0
Puerto Rico	5	7	0	5	5	0	6	11	13	1
San Francisco	23	13	8	7	6	3	8	37	18	7
St. Louis	0	6	0	0	5	0	3	0	5	0
Tacoma	41	40	18	27	23	13	17	57	61	24
Wilmington	14	27	11	18	17	7	11	31	38	21
Totals	222	267	126	162	164	77	98	388	421	204
ENGINE DEPARTMENT										
Algonac	1	0	3	1	1	1	0	0	1	2
Anchorage	0	5	1	0	3	0	0	0	6	3
Baltimore	3	1	1	0	1	1	2	5	2	1
Fort Lauderdale	3	4	4	2	3	4	2	3	8	6
Guam	2	2	1	0	0	0	0	2	4	2
Honolulu	5	4	2	9	4	2	1	7	8	2
Houston	12	11	8	6	5	10	6	17	20	13
Jacksonville	13	13	5	14	13	0	7	23	22	10
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	11	6	2	6	6	2	2	13	8	2
New Orleans	8	2	0	5	0	0	1	11	8	1
New York	13	9	7	9	6	4	7	20	16	13
Norfolk	9	12	1	8	11	3	1	13	13	7
Philadelphia	3	5	1	2	4	0	4	1	3	1
Piney Point	2	1	0	1	3	0	1	1	1	0
Puerto Rico	2	2	0	2	4	0	3	1	5	2
San Francisco	4	10	0	5	5	2	4	16	15	2
St. Louis	1	3	0	0	2	0	0	2	2	2
Tacoma	12	23	7	13	20	4	9	17	32	8
Wilmington	6	6	9	8	8	6	4	7	10	8
Totals	110	119	52	91	99	39	54	159	184	85
STEWARD DEPARTMENT										
Algonac	1	0	0	0	0	0	0	2	1	0
Anchorage	0	0	0	0	0	0	1	0	0	0
Baltimore	3	2	1	0	0	0	0	6	2	2
Fort Lauderdale	6	4	0	2	5	1	2	10	5	1
Guam	2	2	0	2	1	0	0	2	2	0
Honolulu	3	10	0	5	3	0	3	14	13	2
Houston	20	12	2	13	6	0	6	35	12	6
Jacksonville	10	11	2	14	9	2	9	19	19	7
Joliet	0	0	1	0	0	0	0	1	1	1
Mobile	0	5	0	1	5	0	0	4	3	0
New Orleans	8	1	0	2	0	0	0	10	2	2
New York	16	6	4	11	6	1	8	22	11	7
Norfolk	8	12	5	9	5	3	2	11	19	7
Philadelphia	4	1	1	1	1	1	0	4	0	0
Piney Point	3	2	1	1	4	0	0	5	1	1
Puerto Rico	2	2	0	0	2	0	0	3	3	0
San Francisco	13	5	2	22	1	0	8	30	10	3
St. Louis	2	4	0	0	1	0	0	3	3	1
Tacoma	18	4	1	17	5	1	7	28	11	4
Wilmington	16	8	2	8	11	1	5	35	13	9
Totals	135	91	22	108	65	10	51	244	131	53
ENTRY DEPARTMENT										
Algonac	0	1	1	0	1	1	0	0	4	2
Anchorage	0	1	5	0	2	2	0	0	0	8
Baltimore	1	5	2	0	5	3	0	1	3	0
Fort Lauderdale	1	6	8	0	1	2	0	1	9	11
Guam	0	4	1	0	2	0	0	0	4	6
Honolulu	1	12	5	1	6	1	0	4	15	11
Houston	3	19	14	2	12	13	0	6	28	27
Jacksonville	1	12	15	3	5	5	0	1	26	26
Joliet	0	0	0	0	0	0	0	0	1	0
Mobile	1	4	1	1	3	0	0	0	8	3
New Orleans	0	4	5	0	3	2	0	1	6	11
New York	7	27	29	3	10	18	0	12	46	44
Norfolk	0	13	7	0	5	11	0	1	22	14
Philadelphia	0	0	0	0	0	0	0	0	0	1
Piney Point	0	18	22	0	7	14	0	0	19	31
Puerto Rico	1	1	1	0	2	0	0	3	6	2
San Francisco	5	15	7	4	12	8	0	10	20	13
St. Louis	0	0	0	0	0	0	0	0	1	1
Tacoma	3	16	14	4	4	10	0	6	31	17
Wilmington	2	4	18	1	3	4	0	3	7	21
Totals	26	162	155	19	83	94	0	49	256	249
Totals All Departments	493	639	355	380	411	220	203	840	992	591

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

**"Registered on Beach" means the total number of Seafarers registered at the port.

December 2005 & January 2006 Membership Meetings

Piney Point	Monday: December 5
	Tuesday: January 3*
	(*change created by New Year's Day holiday)
Algonac	Friday: December 9, January 6
Baltimore	Thursday: December 8, January 5
Boston	Friday: December 9, January 6
Guam	Thursday: December 22, January 19
Honolulu	Friday: December 16, January 13
Houston	Monday: December 12, January 9
Jacksonville	Thursday: December 8, January 5
Joliet	Thursday: December 15, January 12
Mobile	Wednesday: December 14, January 11
New Orleans	Tuesday: December 13, January 10
New York	Tuesday: December 6, January 3
Norfolk	Thursday: December 8, January 5
Philadelphia	Wednesday: December , January 4
Port Everglades	Thursday: December 15, January 12
San Francisco	Thursday: December 15, January 12
San Juan	Thursday: December 8, January 5
St. Louis	Friday: December 16, January 13
Tacoma	Friday: December 23, January 20
Wilmington	Monday: December 19
	Tuesday: January 17*
	(*change created by Martin Luther King holiday)

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

Personals

BRUCE E. BUTLER

Your wife, Marvis, loves you and misses you. Please call her at home.

THOMAS G. DECOTEAU

Please e-mail Glynn or Earline at gsdeco67@vvm.com. They're concerned as to how you fared the hurricanes.

Change of Address

The SIU hall in Guam will be moving to a new location, effective Dec. 1, 2005.

Street Address

Cliffline Office Center, Bldg. B, 422
Suite 101B
West O'Brien Drive
Hagatna, Guam 96910

Mailing Address

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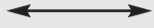
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Government Services Division: (718) 832-8767

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(415) 543-5855

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Santurce, PR 00907
(787) 721-4033

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

SEPTEMBER 16 — OCTOBER 15, 2005

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	5	1	0	3	0	0	0	10	2	0
Houston	10	4	6	15	3	5	7	34	8	2
Jacksonville	3	0	0	3	0	0	0	6	3	4
New Orleans	2	0	0	1	0	0	0	13	6	18
New York	15	3	5	9	1	4	9	33	11	2
Norfolk	1	2	2	1	2	2	2	3	0	0
Tacoma	0	1	1	0	1	2	1	1	1	2
Wilmington	0	3	3	1	1	3	2	7	6	0
Totals	36	14	17	33	8	16	21	107	37	28
ENGINE DEPARTMENT										
Boston	1	0	0	0	0	0	0	8	0	0
Houston	4	1	0	13	1	0	2	14	5	1
Jacksonville	2	0	2	0	0	2	0	7	9	6
New Orleans	0	1	0	0	0	0	0	1	4	12
New York	3	4	1	2	2	1	4	13	10	0
Norfolk	0	0	0	0	0	0	0	2	0	1
Tacoma	0	0	0	0	0	0	0	1	1	1
Wilmington	3	0	2	1	0	2	0	5	0	0
Totals	13	6	5	16	3	5	6	51	28	21
STEWARD DEPARTMENT										
Boston	5	1	0	3	1	0	0	6	2	0
Houston	0	0	4	4	3	4	2	8	5	3
Jacksonville	2	3	3	1	1	3	2	3	7	3
New Orleans	0	0	0	2	0	0	0	4	2	10
New York	6	5	0	5	0	0	1	10	15	0
Norfolk	0	1	0	0	0	0	0	1	1	0
Tacoma	0	0	0	0	0	0	0	0	0	2
Wilmington	0	2	2	0	2	2	2	2	2	1
Totals	13	12	9	15	7	9	7	34	34	19
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	62	32	31	64	18	30	34	192	99	68

PICS-FROM-THE-PAST

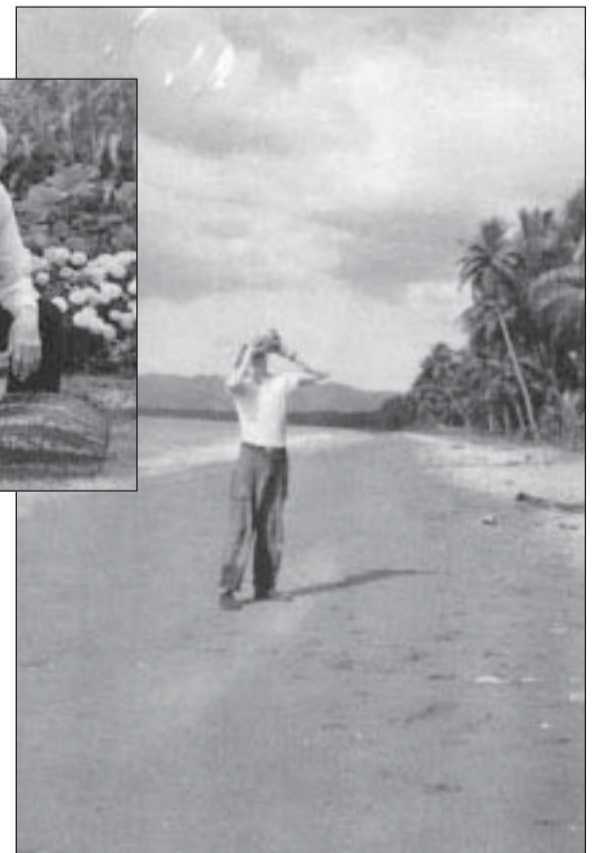
These photos were sent to the *Seafarers LOG* by Pensioner **Gordon P. Driscoll** of Warren, Ore.

The snapshot on the right was taken in 1946 when Driscoll was a saloon pantryman aboard the *SS Central Victory*, an American-Hawaiian Steamship Co. vessel sailing from the West Coast to the East Coast. Driscoll was on a beautiful beach in Mayaguez, P.R. that was practically deserted. He is drinking milk from a coconut that one of the locals had given him.

The other is a recent photo of him in his large garden with one of his prized watermelons. Driscoll, who said he's sometimes called "the watermelon man," grows the delicious vegetables (yes, they're vegetables) and has won several prizes at the state fair.

Brother Driscoll, now 78, sailed with the SIU in the steward department for 33 years (with a two-year stint in the Army in the middle). He retired in 1978 but keeps abreast of SIU activities by reading the *Seafarers LOG* . . . and he wonders what that beautiful deserted beach in Mayaguez looks like today.

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

EARL CHAPPEL, 63, began sailing with the SIU in 1968 in New York. Brother Chappel first worked aboard the *Chatham* in the engine department. His most recent trip to sea was on the *Cape Orlando*. Brother Chappel, who was born in Maryland, resides in Jacksonville, Fla.



CECIL GUBISCH, 64, became a Seafarer in 1970 in the port of San Francisco. Brother Gubisch first

sailed aboard the *Charleston*. Born in the Philippines, he shipped as a member of the steward department. Brother Gubisch last worked aboard the *Mahimahi*. He makes his home in Las Vegas.

PEDRO LOPEZ, 52, joined the union in 1975 in Piney Point, Md. Brother Lopez first sailed on the *Yukon*. The deck department member upgraded frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He most recently worked on the *Performance*. Brother Lopez was born in New Jersey and lives in Delaware.

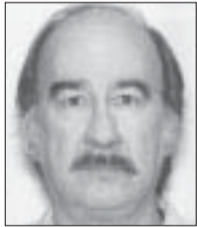


WILBERT WILLIAMS JR., 58, started his seafaring career in 1969 in New Orleans. Brother Williams initially

worked aboard Alcoa Steamship Co. vessels. The Louisiana native was a member of the steward department. Brother Williams attended the Piney Point, Md. school in 2002 to upgrade his seafaring skills. Before retiring, he shipped on the *Chemical Pioneer*. Brother Williams is a resident of New Orleans.

INLAND

ROBERT BATSON, 61, joined the SIU in 1968 in Norfolk, Va. Boatman Batson's first voyage was aboard a McAllister Towing of Virginia vessel. Born in North Carolina, he sailed in the deck department. Boatman Batson upgraded his skills on numerous occasions at the Seafarers-affiliated school in Piney Point, Md. He calls Gatlinburg, Tenn. home.



VERNON CAHOON, 62, joined the SIU in 1969 in the port of Norfolk, Va. Boatman Cahoon, who was born in North Carolina, first worked with Southern

Carriers Corporation. His last trip to sea was with Charles H. Harper & Associates. Boatman Cahoon resides in Belhaven, N.C.



JOHN PRIMEAUX SR., 68, began sailing with the union in 1986 in Houston. Boatman Primeaux hails

from Louisiana. During his seafaring career, he shipped primarily aboard Higman Barge Lines vessels. Boatman Primeaux was a member of the deck department. He makes his home in Abbeville, La.

VIRGIL QUILLEN, 62, began his seafaring career in 1965 in the port of Philadelphia. Boatman Quillen worked primarily aboard Moran Towing of Philadelphia vessels. He was born in Delaware and sailed in the deck department. Boatman Quillen attended the union's affiliated school in 1973, 1984 and 1989. He lives in Warminster, Pa.



WALTER RETTERSCHOFER, 63, became an SIU member in 1960 in the port of Philadelphia. Boatman Retterschofer first shipped with Meyle Towing Company. The engine department member, who was born in Pennsylvania, last sailed on a Taylor Marine Towing vessel. He is a resident of Williamstown, N.J.

GREAT LAKES



WILLIAM ENGLISH, 65, joined the union in 1993 in Duluth, Minn. Brother English shipped on vessels operated

by Great Lakes Associates, including the *Kinsman Enterprise* and the *Kinsman Independent*. He worked as a member of the engine department. Born in Canada, Brother English currently lives in Ontario.

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

HASKELL BLACK, 68, joined the NMU in 1964. The Georgia native first sailed aboard the *American Producer*. Brother Black worked in the steward department. His last ship was the *Cape Alexander*.



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.



EDWARD BROWN, 65, began his NMU career in Charleston, S.C., first sailing on the *Sheldon Clark*. Brother

Brown was a member of the engine department. He most recently sailed aboard the *Gulf Pride*.

EARL GRANT, 58, became an NMU member in 1969.

Brother Grant, who was born in Savannah, Ga., first shipped on the *Explorer*. He last worked in the steward department aboard the *Cape Orlando*.

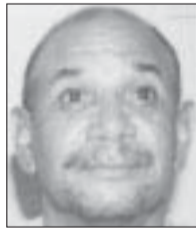


MAGNO GUILLEN, 66, launched his seafaring career with the NMU in 1965. Brother Guillen first sailed on the

Green Island. The steward department member was born in Honduras. He last worked aboard the *Chilbar*.

SALFUS KELLY, 55, hails from Louisiana.

Brother Kelly began his seafaring career in 1976, first shipping from



Port Arthur, Texas aboard the *Export Brooks*. A member of the steward department, Brother Kelly last worked aboard the *Galveston Bay*.

JEROME POPE, 65, began his NMU career in 1977, initially sailing from the port of New Jersey.

Brother Pope is a native of Charlotte, N.C. Prior to retiring, he shipped on the *Margaret Lykes*.



JULIO ROLON, 62, joined the NMU in 1968 in Philadelphia.

Brother Rolon first worked aboard the *Gulf Oil* as a member of the steward department. The Puerto Rico-born mariner last went to sea on the *Green Cove*.



RAYMOND SHEA, 68, began his NMU career in 1991, shipping from the port of Boston.

Brother Shea's first ship was the *Green Lake*; his last was the *Ocean City*. The engine department member was born in Boston.



HENRY WILLIAMS, 55, was born in Mobile, Ala. Brother Williams first donned the NMU colors in 1972. He initially



JOHN WILLIAMS, 69, joined the NMU in the port of Philadelphia. Brother Williams first sailed on the

American Pilot. Born in Pennsylvania, he was a member of the steward department. Brother Williams' last trip to sea was on the *Endeavor*.



DAVID WRIGHT, 62, joined the NMU in 1966 in New York. He first sailed aboard the *Export Champion*.

The Lynn, Mass. native last went to sea on the *Energy Enterprise*.

Also retiring:

Name	Age	EDP
Aviles, Tomas	65	Sept. 1
Calhoun, Lloyd	78	Oct. 1
Cantalejo, Juan	65	July 1
Chartier, Alfred	57	July 1
De La Fuente, Jesus	62	Sept. 1
Erese, Benjamin	65	Oct. 1
Laureano, Rafael	62	Sept. 1
Mathews, Edgar	65	Aug. 1

Reprinted from past issues of the Seafarers LOG.

1952

Tanker operators contracted to the SIU have reported unanimous agreement on the general and working rules of the proposed new tanker contract, which was submitted to them last week by the operators' committee. Talks between the union negotiating committee and the operators are now revolving around the settlement of monetary matters. The union's negotiating committee has worked constantly toward not only improving the working and general rules, but also toward clarifying all clauses which have previously resulted in problems between crew members and department heads and delayed the smooth payoff of vessels.

1972

Two SIU-contracted vessels were the first to be awarded conditional subsidy contracts for participation in the carriage of grain to the Soviet Union. The Maritime Administration announced that the vessels are the tankers *National Defender* and *Western Hunter*. The actual amount of subsidy for these two ships will depend on the charter rate to be negotiated with the Soviet Union. It is expected that the two SIU tankers would be formally

booked with cargo within the next several days, making them the first American vessels to participate in the movement of grain under terms of the Soviet-American shipping agreement signed recently.

THIS MONTH IN SIU HISTORY

The Maritime Administration has subsidy applications for grain carriage from approximately 35 American-flag vessels, among them other SIU-contracted ships.

1992

The SIU continued its efforts to secure enactment of legislation which would correct an administrative error and give World War II veterans' status to merchant mariners who began sailing between August 15, 1945 and December 31, 1946. In testimony submitted to the Subcommittee on Compensation, Pension and Insurance of the House Committee on Veterans' Affairs, the SIU called for passage of the Merchant Mariners Fairness Bill (H.R. 44). "As the bill's name indicates, this is simply a question of fairness—fairness to Americans who risked their lives for their country during World War II," the SIU said in its testimony. "Approximately 2,500 retired merchant mariners are being denied something which they clearly earned: veterans' status."

Final Departures

DEEP SEA

GEORGE CHUNG



Pensioner George Chung, 89, passed away April 22. Brother Chung joined the Marine Cooks & Stewards (MC&S) in the port of San Francisco. He sailed primarily aboard Matson Navigation vessels, including the *Maunalei* and the *Manukai*. Brother Chung was born in Hawaii and lived in Honolulu. The steward department member retired in 1981.

JOHN COOK

Brother John Cook, 39, died April 4. He joined the union in 1991 in New Orleans. Brother Cook's first ship was the *Pioneer Contractor*. The New Orleans native worked in the deck department, most recently sailing on the *Cape Ducato*. He made his home in Louisiana.

MARSTON FREEMAN

Brother Marston Freeman, 49, passed away April 13. Born in California, he began shipping with the SIU in 1977. Brother Freeman initially went to sea aboard the *Zapata Ranger*, working in the engine department. His last voyage was on the *USNS Bowditch*. Brother Freeman lived in Pensacola, Fla.

BILLY RUSSELL



Pensioner Billy Russell, 75, died March 24. Brother Russell started his seafaring career in 1951 in New York. His first ship was operated by

Sprogue Steamship Company. Brother Russell was born in Tennessee and sailed in the steward department. Prior to retiring in 1989, he worked on the *Falcon Princess*. Brother Russell called Memphis, Tenn. home.

JOSEPH SANFILIPPO



Pensioner Joseph Sanfilippo, 77, passed away April 4. Brother Sanfilippo embarked on his career with the SIU in 1950

in the port of Houston. The U.S. Navy veteran was a member of the deck department. Brother Sanfilippo first sailed aboard a Waterman Steamship Co. vessel. His last ship was the *Cape Catoche*. Brother Sanfilippo was born in Boston and resided in San Francisco. He began receiving compensation for his retirement in 1992.

ROBERT SAWYER



Pensioner Robert Sawyer, 69, died April 15. Brother Sawyer joined the SIU in 1957 in the port of Norfolk, Va. His first voyage was aboard the

Suzanne, where he worked in the engine department; his last was on the *Charleston*. Brother Sawyer was born in Virginia. He retired in 1990 and continued to live in Virginia.

RICHARD SHERMAN

Pensioner Richard Sherman, 86,



passed away June 17. After serving in the U.S. Army & U.S. Navy, Brother Sherman began sailing with the Seafarers in 1958 in the port

of Houston. He initially went to sea aboard the *Rose Knot*. Brother Sherman was born in Minnesota and worked in the steward department. He last sailed aboard Westchester Marine's *Golden Endeavor*. Brother Sherman started collecting his retirement compensation in 1984. He made Beaumont, Texas home.

JOSE SOTO



Pensioner Jose Soto, 66, died May 16. Brother Soto joined the SIU in 1969 in New York. The deck department member was born in Puerto

Rico. Brother Soto's first vessel was the *Joplin Victory*; his last was the *Horizon Mayaguez*. He retired in 2000.

MICHAEL SWEENEY



Brother Michael Sweeney, 59, passed away Feb. 23. He joined the union in 1994; his first vessel was the *Buffalo Soldier*. Brother

Sweeney was born in Boston. He most recently shipped on Pacific Gulf Marine's *Resolve*. Brother Sweeney was a resident of Williston, Fla.

JAMES TERRELL

Brother James Terrell, 83, passed away April 14. He began his seafaring career in 1955 in the port of San Francisco. Brother Terrell shipped primarily aboard Delta Steamship Lines vessels. Born in New York, he was a member of the steward department. Brother Terrell called Vallejo, Calif. home.

INLAND

HYBERT DEES



Pensioner Hybert Dees, 82, died May 29. Boatman Dees joined the Seafarers in 1965 in the port of Mobile, Ala. He was a veteran of the U.S.

Army. Boatman Dees worked for Dravo Basic Material Company while sailing with the SIU. The deck department member was born in Alabama. Boatman Dees went on pension in 1989 and lived in Atmore, Ala.

JOHN LEWIS JR



Pensioner John Lewis Jr., 82, passed away May 20. Boatman Lewis joined the union in 1976 in the port of Jacksonville, Fla. He sailed

mainly aboard vessels operated by Crowley Towing & Transportation of Jacksonville. Boatman Lewis, who was a member of the deck department, was born in the West Indies. He began his retirement in 2001 and made his home in Miami.

WILLIAM RUDD

Pensioner William Rudd, 76, died March 23. Boatman Rudd began his career with the SIU in 1953 in the port of Houston. He first worked aboard Delta Steamship Lines vessels as a member of the deck department. Boatman Rudd was born in Virginia. He concluded his career aboard the *Gopher State*, retiring in 1989. He was a resident of Norcross, Ga.

GREAT LAKES

ROBERT BILLMEN

Pensioner Robert Billmen, 77, passed away March 12. Brother Billmen started shipping with the Seafarers in 1960 in Detroit, Mich. Born in Minnesota, he first sailed on an American Steamship Company vessel. Brother Billmen was a member of the engine department. Before retiring in 1990, he worked on the *Richard J. Reiss*. Brother Billmen made his home in Two Harbors, Minn.

RICHARD MCPHEE

Brother Richard McPhee, 68, died Feb. 14. He joined the SIU in 1965 in the port of Duluth, Minn. Brother McPhee first sailed aboard the *American Sea Ocean* in the engine department. He was a native of Michigan and last shipped on the *Sr. Mary's Challenger*. Brother McPhee lived in Lapeer, Mich.

CHARLES ROBERTS



Pensioner Charles Roberts, 80, passed away Jan. 8. Brother Roberts embarked on his seafaring career in 1968 in Detroit,

Mich. He was born in Kentucky and worked in the engine department. Brother Roberts sailed primarily aboard vessels operated by Great Lakes Associates; his last ship was the *Kinsman Independent*. He retired in 1992 and called Lorain, Ohio home.

OREN RUSS



Pensioner Oren Russ, 78, died Jan. 13. Born in Louisiana, Brother Russ started sailing with the union in 1952 in Detroit, Mich. The deck

department member initially shipped with Eagle Carriers Inc.; his last voyage was on the *American Republic*. He began receiving retirement stipends in 1992. Brother Russ resided in Bastrop, La.

GOVERNMENT SERVICES DIVISION

YUL VANTERPOOL



Brother Yul Vanterpool, 38, died Aug. 9. He began sailing aboard vessels operated by the Military Sealift Command (MSC) in 1988, initially working on the *USNS Vanguard*. Brother Vanterpool shipped in the steward department, most recently sailing on the *USNS Santa Barbara*. He was born in New York, and called Jacksonville, Fla. home.

Editor's Note: The following brothers and sisters, all former members of the National Maritime Union (NMU) and

participants in the NMU Pension Trust, have passed away.

SAM ABDULLAH



Pensioner Sam Abdullah, 99, passed away June 22. Born in Indonesia, Brother Abdullah joined the NMU in 1944. His first ship was the

Chantilly; his last was the *Transgulf*. Brother Abdullah retired in 1969.

CHARLES BARLOW



Pensioner Charles Barlow, 78, died July 1. Brother Barlow became an NMU member in 1944. His first voyage was aboard the

Andrew Moore. His last trip was on the *Texaco Massachusetts*. Brother Barlow was born in Mississippi. He went on pension in 1968.

SANTOS BENITEZ



Pensioner Santos Benitez, 81, passed away May 30. Brother Benitez began shipping with the union in 1962 aboard the

United States. The Puerto Rico-born mariner started receiving his retirement stipends in 1987. Brother Benitez last worked on the *American Liberty*.

GORDON BRISTER

Pensioner Gordon Brister, 78, died July 7. Brother Brister joined the NMU in 1944. His first voyage was aboard the *Ponca City*. Brother Brister, who was a native of Kentucky, began collecting his pension in 1967.

ARTHUR CAMPBELL



Pensioner Arthur Campbell, 88, passed away June 23. Brother Campbell joined the NMU in 1937 in New York.

He initially sailed on the *Buffalo Wallow* in the steward department. Prior to retiring in 1982, Brother Campbell shipped aboard the *Mormacdraco*.

JOSEPH CLEMENTS

Pensioner Joseph Clements, 78, died June 17. Brother Clements began his career with the NMU in 1943. He first shipped from the port of New Orleans aboard the *Tampa*. Brother Clements was a member of the steward department. He most recently sailed aboard the *Louise Lykes*. Brother Clements went on pension in 1987.

RALEIGH DELESBORO



Pensioner Raleigh Delesboro, 81, passed away July 19. Brother Delesboro started his seafaring career in 1942 sailing from

Port Arthur, Texas. His first voyage was aboard the *Gulfland*, where he worked as a member of the steward department. Brother Delesboro was born in

Louisiana. His last voyage was on the *Constitution*. Brother Delesboro became a pensioner in 1969.

DO DENISON



Pensioner Do Denison, 87, died June 29. Brother Denison was born in China and joined the NMU in 1947. Brother

Denison initially shipped from the port of New York aboard the *America*. The steward department member last went to sea on the *St. Maria*. Brother Denison retired in 1970.

CLIFFORD DIXON



Pensioner Clifford Dixon, 75, passed away June 1. Brother Dixon began his NMU career in 1955, sailing from the port of New Orleans aboard the

Cefalu. Born in Honduras, Brother Dixon most recently worked on the *Ashley Lykes*. He began receiving compensation for his retirement in 1995.

ERNEST EBANKS



Pensioner Ernest Ebanks, 84, died May 19. Brother Ebanks began his seafaring career in 1944, first sailing aboard the

Chirripo as a member of the steward department. Brother Ebanks' last voyage was on the *Moore McTide*. He started collecting his pension in 1983.

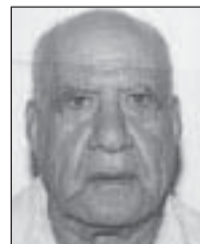
JOURIOUS EVANS SR.



Pensioner Jourious Evans Sr., 77, passed away May 30. Brother Evans joined the NMU in 1946 in Port Arthur, Texas. His first ship was the *Jalapa*;

his last was the *Texaco Mississippi*. Brother Evans was a native of Texas and shipped in the steward department. He retired in 1989.

ABDULLAH FARES



Pensioner Abdullah Fares, 88, died June 2. Born in Syria, Brother Fares joined the NMU in 1948. He last worked aboard the *African Mercury*.

Brother Fares began receiving his pension in 1979.

JAMES GREEN



Pensioner James Green, 77, passed away May 3. Born in Charleston, S.C., Brother Green started sailing with the NMU in 1952. His first vessel

was the *Pan Pennsylvania*. A member of the steward department, Brother Green last shipped on the *James Lykes*. He went on pension in 1995.

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.

H. LEE WHITE (American Steamship Company), Aug. 7—Chairman **William H. Mulcahy**, Secretary **Penny S. Polland**, Educational Director **Carl W. Huffman**. Chairman requested information on changes to medical plan. Educational director advised mariners to take advantage of upgrading opportunities available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer discussed cost of satellite TV. No beefs or disputed OT reported. Deck delegate reported a spider bite incident on deck and urged everyone to be aware. Request made to have more frequent disposal of garbage.

HORIZON HAWAII (Horizon Lines), Aug. 31—Chairman **Billy G. Hill**, Secretary **George Vorise Jr.**, Educational Director **Roy S. Frett Jr.**, Deck Delegate **Macario I. Torre**, Engine Delegate **Eliesar Montalvo**, Steward Delegate **Anselmo A. Lopez**. Chairman announced payoff Sept. 2 in Jacksonville, Fla. and asked crew members to have union books and dues payments ready for patrolman. He reminded ABs to check IDs of all visitors boarding ship while in port. All three departments were thanked for working well together, and secretary expressed gratitude for cooperation in helping keep ship clean. Educational director encouraged mariners to upgrade skills at Seafarers-affiliated school in Piney Point, Md. and stressed importance of contributing to SPAD. He also advised them not to let STCW or z-cards expire and suggested renewing one year ahead of time. No beefs or disputed OT reported. Suggestions made regarding death benefits for dependents and increased pension benefits. Next Port: Jacksonville.

JOHN J. BOLAND (American Steamship Company), Aug. 21—Chairman **Paul S. Gohs**, Secretary **Khaled M. Musleh**, Educational Director **Richard I. Frederick**, Engine Delegate **David E. Werda**, Steward Delegate **Ahmed M. Kaid**. Bosun requested information on medical benefits, including coverage amounts. He stressed importance of contributing to MDL and SPAD. Educational director recommended every member upgrade at Paul Hall Center as soon as they have sufficient sea time and noted that courses available are listed in each issue of *Seafarers LOG*. Deck

"Hi" from the Maremar



Omaha Redd is the bosun on the *Overseas Maremar*.

delegate informed members of Weingarten Rights and advised new members to keep dues paid up to stay in good standing. Crew was asked to give bosun their shipping tickets when signing articles. No beefs or disputed OT reported. Steward delegate asked crew members to help keep galley clean. Relief men requested company supply work coveralls after two years of work with company. Clarification requested on wages for DEU filling in for gateman and time allotted for meal relief for wheelsman on 4-8 watch.

METEOR (Maersk Line Limited), Aug. 19—Chairman **Richard L. Volkart**, Secretary **Jose M. Bayani**, Educational Director **Donnell C. Tagart Jr.**, Deck Delegate **Ahmed M. Baabbad**, Engine Delegate **Salvador A. Baclayon Jr.**, Steward Delegate **Larry D. Pugh**. Chairman reported safe trip. He asked departing Seafarers to leave rooms clean and return keys for next person. Secretary gave special thanks to Chief Electrician Tagart for installing new steam table and refrigerator in galley. No beefs or disputed OT reported. Larger refrigerator needed for crew lounge. Next ports: Oakland and Los Angeles, Calif.

SGT. MATEJ KOCAK (Waterman Steamship Corp.), Aug. 29—Chairman **Angelo S. Urti Jr.**, Secretary **Stephen W. Roth**, Educational Director **Bobby L. Jones**, Deck Delegate **Donald M. Hood**, Engine Delegate **Robert C. Hines**, Steward Delegate **Carlos A. Rosales**. Chairman urged crew members to wear steel-toed shoes while working (which are reimbursable up to a certain amount) and to take care in cargo areas during loading periods. He advised mariners to secure cabin belongings for 30-day voyage to Diego Garcia. Educational director encouraged members to upgrade seafaring skills at Paul Hall Center. No beefs or disputed OT reported. Steward department was thanked for job well done.

SPC5 ERIC G. GIBSON (Osprey Ship Management), Aug. 13—Chairman **Robert A. Hinkley**, Secretary **Karl E. Meyer**, Educational Director **Vincent L. Kirksey**, Deck Delegate **Michael C. Penkwitz**, Engine Delegate **Alexander Young**, Steward Delegate **Elizer R. Saintvil**. Bosun reviewed new requirements needed to maintain health benefits, which goes in effect Jan. 1, 2006. He recommended all Seafarers maintain complete copies of discharges, dues receipts and vacation check stubs and have them on hand when visiting union hall. Chairman spoke about revived cruise ship market in Hawaii and increased job availability in maritime industry. Chairman thanked all departments for their part in keeping ship clean, with special thanks going to steward department for great barbecues and fresh sashimi. Clarification requested as to Osprey Ship Management's participation in SMPPP. Secretary will follow up on any outstanding issues while in port in San Francisco. Educational director stressed need to upgrade at

Piney Point to further career. He also talked about benefits derived from contributing to SPAD. Treasurer stated \$200 in ship's fund. No beefs or disputed OT reported. Discussion held concerning retirement benefits and seetime needed to qualify. It was reported the captain gets new movies on regular basis and has purchased satellite radios for crew lounge and mess hall. Ship will pay for subscription to premium channels to include CNN, FOX and BBC. Crew morale good considering long voyages with no shore leave available in China or Middle East. Next ports: Singapore; Hong Kong; Egypt; Oman.

1ST LT. JACK LUMMUS (American Overseas Marine), Sept. 7—Chairman **William L. Bratton**, Secretary **Kathleen A. Johnson**, Educational Director **Juanito P. Dansalan**, Engine Delegate **Kenneth L. Couture**. Educational director urged everyone to upgrade at Piney Point facility in order to improve job skills. No beefs or disputed OT reported. Clarification requested pertaining to OT distribution and riding gangs. Chairman will contact headquarters for response. Next port: Guam.

CHARGER (Maersk Line Limited), Sept. 12—Chairman **Robert Pagan**, Secretary **Raymond S. Garcia**, Educational Director **Howard H. Hendra**, Deck Delegate **Stanley W. Parker**, Steward Delegate **Chris Stearns**. Chairman reported smooth sailing and announced payoff in Los Angeles, Calif. Secretary urged crew to allow plenty of time when renewing MMDs. Educational director encouraged everyone to attend Piney Point school to enhance seafaring skills. No beefs or disputed OT reported. Recommendations made for contracts department to consider when negotiating new agreement.

COMMITMENT (Maersk Line Limited), Sept. 18—Chairman **Allan A. Rogers**, Secretary **Thomas W. Milovich**, Educational Director **Dennis R. Baker**, Deck Delegate **Gerard Rogers**, Steward Delegate **Elsayed T. Amasha**. Bosun requested written clarification pertaining to payoffs; he'll discuss questions with patrolman in Houston. Secretary encouraged all members to check expiration dates on z-cards and other necessary documents. Educational director urged crew to speak up at safety meetings if they have concerns. Disputed OT reported in deck department; no beefs reported by other department delegates. Repair needed on main deck water fountain. Vote of thanks given to steward department for good food.

HORIZON ENTERPRISE (Horizon Lines), Sept. 18—Chairman **Roger J. Reinke**, Secretary **Michael J. Gramer**, Educational Director **Michael J. Wells**, Deck Delegate **Julius C. Udán**, Engine Delegate **Prentiss Smith**, Steward Delegate **Erni P. Lizada**. Chairman stated vessel will spend at least five days in Tacoma, Wash. for engine repairs and will bypass Oakland next voyage and proceed directly to Honolulu. While in Tacoma, an IMO audit will take place. Secretary noted captain's sanitary inspection will take place Sept. 21. He asked members to leave rooms clean and supplied with fresh linen for replacement crew. Educational director reminded everyone to check expiration dates on all documents. Different documents expire at different times throughout the year. He posted schedule of classes offered at Seafarers-affiliated school in Piney Point. No beefs or disputed OT reported. Chairman read letter from President Sacco regarding "Hurricane Relief Fund"

and how to contribute. Vote of thanks given to steward department for good job. Next ports: Tacoma, Wash.; Honolulu; Guam; Hong Kong.

LIBERATOR (Maersk Line Limited), Sept. 4—Chairman **Ronald Mena**, Secretary **Brandon Maeda**, Educational Director **Michael S. Kirby**, Deck Delegate **Edwin Ortega**. Bosun reported good trip and thanked crew for hard work. Crew requested patrolman be present at Sept. 7 payoff in Newark, N.J. No beefs or disputed OT reported. Educational director encouraged everyone to upgrade at Paul Hall Center. Chairman posted

headquarters pertaining to "Hurricane Relief Fund" was read. Steward department given vote of thanks for excellent cuisine. Next ports: Long Beach, Calif.; Valdez, Alaska.

QUALITY (Maersk Line Limited), Sept. 18—Chairman **George J. Diefenbach**, Secretary **Joel A. Molinos**, Educational Director **Timothy E. Pillsworth**, Deck Delegate **Ralph K. Kir**, Engine Delegate **Fadel H. Ghaleb**, Steward Delegate **Robert Arana**. Chairman encouraged crew members to contribute to SPAD and Seafarers Relief Fund. He also

Working on the SIU-Crewed Maremar



The *Overseas Maremar*, which was recently reflagged to the U.S., participates in the Maritime Security Program. Seafarers aboard the OSG oiler include Recertified Bosun Omaha Redda, ABs Simeon Valencia, Felipe Zepeda and Romulo Gutierrez, OS Luis Ruiz and Fernando Mesa, Chief Pumpman Wayne Roberson, Oilers Russell Lino, Edward Thompson and Alex Oliva, Chief Steward Osvaldo Castagnino, Chief Cook Timothy Taylor, and SA Delfino Castro. (Note: not all are pictured.)

correspondence received from headquarters in response to previous questions and suggestions. Chairman was asked to look further into specifics of health care plan.

MAERSK VIRGINIA (Maersk Line Limited), Sept. 11—Chairman **Bernard J. Baker**, Secretary **Hugh E. Wildermuth**, Educational Director **Tracy J. Hill**, Engine Delegate **Sjamsidar Madjidji**, Steward Delegate **Radfan A. Almaklani**. Secretary expressed appreciation to fellow crew members for efforts made in keeping ship clean. Chief Cook Almaklani was congratulated for good service. Educational director reminded mariners about educational opportunities available at school in Piney Point and about need to keep all documents up to date, allowing plenty of time for renewal. Treasurer stated \$3,725.95 in ship's fund. No beefs or disputed OT reported. President's report was read along with a letter from VP Contracts Augie Tellez. Clarification requested on pay of daymen standing watches. Suggestions made for items to be included in next contract.

OVERSEAS WASHINGTON (Alaska Tanker), Sept. 4—Chairman **Timothy D. Koebel**, Secretary **Gloria Holmes**, Educational Director **Kevin E. Hall**, Deck Delegate **Daniel P. Lovely**, Engine Delegate **Jason L. Flesner**, Steward Delegate **Albert L. Sison**. Chairman encouraged Seafarers to submit contract recommendations in a timely manner, as negotiations are to begin soon. Crew was asked to help keep lounge clean and not to tamper with satellite TV controls. Bosun notified crew members as to what forms he had on hand. No beefs or disputed OT reported. Letter from

announced upcoming payoff in Elizabeth, N.J. Secretary thanked crew for keeping ship clean and separating plastics from trash. He praised Wiper Ghaleb for his quick thinking, which resulted in saving the life of fellow crew member. Educational director advised SIU brothers and sisters to keep upgrading at Paul Hall center for job security and increased knowledge. He also reminded everyone to check z-cards and other documents and renew as early as possible. No beefs or disputed OT reported. Suggestion made for ways to improve health plan. Seafarers asked for regular schedules for shuttle service in European ports. New DVD and VCR player requested for crew lounge. Ship heading to South Carolina.

SEABULK ARCTIC (Seabulk International), Sept. 10—Chairman **Juan Castillo**, Secretary **Alan W. Bartley**, Deck Delegate **Modesto Y. Rabena Jr.**, Engine Delegate **Mekgar D. Daguio**, Steward Delegate **Lemuel E. Robinson**. Chairman announced docking in San Francisco Sept. 11. Following discharge at three docks in San Francisco, ship will proceed to Anacortes, Wash. Sept. 16. He reminded crew that raises take effect Oct. 1 as per contract. Secretary asked crew for assistance in keeping messhall, lounges and house clean. Seafarers were reminded to check expiration dates on all documents, upgrade at Piney Point and contribute to SPAD. No beefs or disputed OT reported. Members requested new mattresses, ice machine, washers and dryers, repair of lounge furniture and computer access to e-mail. Next ports: San Francisco; Anacortes; Point Wells, Wash.; Barbers Point, Hawaii.

Letters to the Editor

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

Thanking and Serving Seafarers

I am the executive director of the Tacoma Seafarers Center in Tacoma, Wash. I received a letter from a former master of the *Sealand Defender* expressing his and his crew's appreciation for our services rendered to them while they were here in port. He explained that the *Sealand Defender* no longer would be calling upon the port of Tacoma and that the collective decision to disburse the ship's fund to the Tacoma Seafarers Center was due in recognition of our good work and good will toward the seafarer. I must say that such letters of recognition definitely validate all of the work that our volunteers put in on behalf of mariners.

Speaking for everyone at our center, I wish to express my deepest appreciation of the donation to our facility. It will help enable us to continue the work of service to the seafarer as we strive to serve them in the name of our Lord and Savior Jesus Christ. As you may know, we are a Christian ministry reaching out to the seafarer in a holistic way (physically, emotionally and spiritually). We are here to serve the needs of all seafarers from every nation regardless of religious affiliations.

Once again, we are extremely

grateful for this generous donation.

H. Gene Lawrence
Tacoma, Washington

Time Has Come for 'Belated Thank You'

This letter is to thank you for the information in a short article in your *Seafarers LOG* about WWII Merchant Marine veterans' status and the bills S.1272 and H.R. 23 (the Belated Thank You to the Merchant Mariners of World War II Act of 2005).

I was not aware how to start the process for obtaining veterans' status. I called your office and talked to a lady there and she steered me in the right direction.

In 1944 I was in the deck department and later in the engine department. My full book was given to me because I helped organize some non-union shipping companies. Walking the picket lines on the docks in the winter was not fun, but look what has happened with our efforts from back then. The SIU has grown into a fantastic union. I am happy to have had a small part in it.

I hope they approve the Belated Thank You legislation being introduced in Congress. They should not be concerned about the cost because there can't be many of us left.

Thanks again and I really enjoy getting the *LOG*.

James P. Lyons
Orlando, Florida

Recertified Steward's Book Published

I wanted to let you know that one of your own merchant sea-

men, Recertified Steward **James E. Harper**, has a new book on the market. Brother Harper has been going to sea for more than 22 years with the SIU and has an impeccable record.

I'm confident that the publication of this thought-provoking book will be successful for all concerned. The title is "Fools and Money Will Soon Depart." It is a 99-page paperback in which Brother Harper offers a collection of thoughts concerning the typical individual who may be in search of an economic system taking into account Christian principles. Marrying research, advice and observation, the work revolves around the assumption that money has traditionally created various types of hardships and upheavals throughout human history.

W.A. Harper
Publisher/Editor
Donavyn Publishing
Perris, California

LOG editor's note: The book may be ordered online through amazon.com or Book Clearing House at bookch.com, (800) 431-1579, orders@bookch.com. As of mid-October, the book was listed as costing \$10.95.

THE SLOP CHEST

The Slop Chest is the exclusive store for Seafarers International Union insignia merchandise. All items available at the Slop Chest—including shirts, jackets, caps, jewelry, bags and other gear—are union made and/or made in the U.S.A. Go to www.seafarers.org and click on Slop Chest. If you have any questions, please email info@sius-tore.com. We'll be more than happy to help!

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.

Final Departures

Continued from page 18

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

NAME	AGE	D.O.D.	NAME	AGE	D.O.D.
Alarico, Pedro	88	Sept. 4	Kirk, James	63	Sept. 13
Arena, Joseph	92	Aug. 31	Koski, James	94	May 22
Augustsson, Anders	88	June 6	Leger, Jesse	70	Sept. 11
Bilbao, Andres	87	Aug. 14	Lewis, Charlie	78	July 24
Boynon, Robert	81	March 3	Lewis, Ernest	71	Aug. 31
Braithwaite, John	93	June 13	Lopes, Joseph	82	May 31
Brubaker, Louis	81	July 29	Low, Robert	70	July 23
Brunson, Thornton	88	Sept. 10	Melendez, Hector	84	Aug. 1
Buford, Robert	74	July 26	Misura, Vjekoslav	85	Aug. 30
Carrington, L.V.	78	June 07	Moses, Henry	86	July 1
Chee, Chan	90	Sept. 11	Mousetis, Jack	79	Aug. 6
Cofressi, Domingo	82	Aug. 29	Nakamoto, Richard	74	March 30
Cooper, Spurgeon	87	July 24	Nerl, Harry	95	Sept. 10
Cruz, Pedro	75	Sept. 4	O'Callahan, Joseph	81	Sept. 6
Da Cunha, Oswaldo	85	July 18	Oliveras, Ramon	85	July 24
Della-Fazia, Francis	84	Jan. 23	Otero, Adon	78	June 25
Diaz, Rennie	85	Feb. 16	Quinones, Jose	89	Aug. 11
Dickens, Joseph	78	Sept. 16	Reed, Norman	79	Aug. 10
Gonzalez, Julio	79	June 27	Reprogle, Vern	77	Aug. 28
Gray, James	81	July 21	Reynolds, William	82	Sept. 6
Gutierrez, Dios	79	May 18	Roa, Robert	78	Aug. 21
Hackett, William	94	June 05	Robertson, Leo	79	July 21
Hammond, William	92	Aug. 28	Rosario, Fred	71	May 12
Harris, Ernest	78	July 19	Rosewell, Thomas	77	Sept. 11
Harris, Raeford	77	July 3	Samet, Abbas	90	July 21
Hensley, Paul	73	July 29	Schultz, Charles	89	Aug. 11
Irizarry, Jose	75	July 17	Smith, Mose	77	Sept. 16
Isreal, Hemen	86	Aug. 14	Smith, Wellford	78	Aug. 8
John, Max	77	July 21	Stevens, Willie	87	Aug. 19
King, Edward	78	July 6	Stukes, John	76	June 22
			Tinsley, Cornelius	82	June 16
			Warren, James	67	Aug. 28
			Washington, Edwin	62	July 24
			Wells, George	79	Aug. 16
			Williams, James	81	May 18
			Wood, Wayne	76	Sept. 3
			Wyatt, Daniel	88	Sept. 5
			Yates, George	85	Sept. 20
			Zuniga, Jose	91	Aug. 16

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. through the end of this year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 14	December 9
Specially Trained Ordinary Seaman (STOS)	December 5	December 16

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning October 31, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Operations	November 21	December 16
Marine Electrical Maintenance Refresher	November 28	December 9
Welding	November 28	December 16

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Safety Training	November 21	November 25
	December 5	December 9
Government Vessels	November 14	November 18

Academic Department Courses

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

A future edition of the Seafarers LOG will contain a complete guide of all the upgrading courses available to Seafarers in the year 2006.

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.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

11/05



Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 666 — Graduating from the water survival class are unlicensed apprentices from class 666. They are (in alphabetical order) Anthony Anderson, Brandon Blee, Chris Cain, Thomas Clements, Damon Cole, Duvon Cooper, Christina Earhart, Archie Eldridge, Dominic Gilmartin, Theodore Gonzales, Isaac Jackson, Rickey Jackson, Trevor Jaradine, Amber Jewell, Lorenzo Kenon, Richard Kight, Conan Leegard, Robert Light, Angelo Moletta, Michael Ostrom, Christopher Phillips, Sean Sammacicci, Ryan Scott, Lukas Short, James St. Amand, Tiffany Thompson and Vincent Vivie.



Tanker Familiarization/Assistant Cargo (DL) — Two tanker assistant classes, both ending July 8, included the following students (in no specific order): Saleh Mothana, Lloyd Riddick, Eric Dorsey, Dean Bettis, Chris Doucet, Mario Moralita, Edwin Rivera, Robert Hardesty, Chris Cipres, Justin Jarmolowicz, Jillian Barker, Jack Gainers, James Gano, Justin Sleator, Edwin Feliciano, Renaudo Pierce, Edwin Ruiz Jr., W. Tyson Little, Graham Jones, David Bennett, Cortney Sacks, George Berkovich, Cory Gardner, Roger Dillinger Jr., Mark Fitzgerald, Francis Gallagher Jr., Peter Meglow, Terry Lane, Nicholas Dippel, Kimberly Katua, Devin Savoie, William Simms, Jennifer Souci, Patrick Guertin, Abebe Reda and Jarret Leask.



Government Vessels — Upgrading Seafarers graduating July 8 from the government vessels course are (in no specific order) Amador Mendez, John Greubel, Jaromir Ondruch, Michael Ratigan, Latoya Nix, Raymond Lackland, Miguel Rivera, Michael Smorowski, Anthony Jacobson and John Shank. Their instructor, Stan Beck, is at far right.



GMDSS — Finishing the 70-hour GMDSS course July 8 are (in alphabetical order) Thomas Burke, Robert Lutz Jr., Peter Madden, De Gutenberg Poitevien, Neonito Sodusta, Paul Voisin and John Zabielski. Their instructor, Brad Wheeler, is at far left.



Tankerman (PIC) Barge — With instructor Herb Walling (standing, second from left) are July 1 graduates of the tankerman (PIC) barge course. Included are (in no specific order) Jon Whittaker, Joseph Violante, David Mattson Jr., James Kruger, Michael Parks Jr., Todd McDonough, Fred Hamilton, Mark Jones, Vasilij Semesjuks, John Cronan, Gerard Hayes, Greg Kuglis, Daniel Lewis, Patrick Morse, Edward Milstead, James Stimage and James Reece.

Lifeboatman/Water Survival



Water Survival — The photos at left and below are of the lifeboatman/water survival course ending July 8. Included in the class, which was taught by Bernabe Pelingon, are upgrading Seafarers (in no specific order) Steven Lonas, Dale Harrison, Wilfred Colon, Joseph Huff, James Oling, Danilo Chacoso, Nigel Williams, Abraham Straughter, Oscar Palacios, Leslie Hewett Jr., Arnie Borja, Larry Morissette, Robert Lerma, Philip Forman, William Feazel, Bryan Benak, Ethan Mims, Steven Sanderson, German Oliva and Benjamin Wilson.

Computer Lab Classes



These upgrading students have been quite busy in the computer lab. Showing off their certificates of achievement in various computer courses are (from left) Neftali Erasquin, Barney George, Martin L. Simmons Jr. and Keith H. Rost. In the center is their instructor, Rick Prucha.



Vasilij P. Semesjuks receives a certificate of achievement in computer basics from instructor Rick Prucha.



Paul Hall Center Classes



Lifeboatman/ Water Survival

NCL, July 1: Dinae Brooks, Jonah Amoldt, Jamal Bomani, Myra Brown, Zenaida Martin, Angelina Gaspard, James Eaton, Charles Stewart, LaShawn Adams and Katie Campbell. Their instructor was Stan Beck (not pictured).



NCL, July 1: Aristotle Savaiki, Samanthe Chinigo, George Collier, Kevin Burns, Jessica Wrubel, Theresa Carswell, Christopher Craig, Kathleen Freeman, Susan Holzem, Caitlin Merdian, John Hawk, Noel Nededoh, Laura Johnson, Chris Gray, Susan Maisenbach, Erin Swetkoff, Brook Bender, Sandra VanRyckegheon and Pamela Eaverage. Their instructors were Tony Savilla and Ben Cusic.



NCL, July 15: David Jellison, John Viazcon, Ann Sammon, Renee Hill, Marc Jacobson, Tammy Thompson, Romel Medina, Sinan Wiley, Robert Zeman, Emmett Morarie, Joseph Fleming, Timothy Mains, Victoria Grant, Victor Phillips, Sarah Englehart, Lilac Alfke, Ember Brettmann, Carrie Anthony, Joshua Wilson, Miranda Van Cleave, Tim Clay, Michelle Gallo, Victor "Craig" Rodriguez, Maurica Fournier, Ahmad Saleh, Jonathan Toves, Juan Quintana, Helen Garza, Tina Vestal and Amanda Wall. Their instructors were Stan Beck, Tony Sevilla and Stacey Harris.

Basic Safety Training Classes



STCW — NCL, July 1: Ashley Kaufman, Eric Knowles, Timothy Mains, Jeremy Maldonado, Paul Mejia, Bess Milligan, Emmett Morarie, Aldo Moreno, Michael Narquini Jr., Brandon Nicholas, Marc Nicholls, Victor Phillips, Lisa Placona, Martha Potter, Juan Quintana, Diego Ramirez, Cerrisa Reese, David Richardson, Kristi Ringis, Victor "Craig" Rodriguez, Ahmad Saleh and SIU members Edwin Pelington and Michael Ratigan.



STCW — NCL, July 1: John Crampton, Deborah Duhon, George Duncan, Sarah Englehart, Terri Ewton, Maurica Fournier, Michelle Gallo, Robert Garner, Helen Garza, Jason Grant, Julie Green, Grant Gregorio, Dawn Hall, Verinda Hendrix, Renee Hill, Amber Holcomb, Nicholas Hreha, Marc Jacobson, David Jellison, Thomas Jones Jr. and SIU member Jaromir Ondruch. (Note: not all are pictured.)



STCW — NCL, July 15: Rafael Aguilar, Robert Albrecht, Pedro Alcantara, Carrie Anthony, Robyn Bechtel, Ryan Berretta, Dale Berry, Karl Billman, Joseph Breton, Ember Brettman, Thomas Brown, Richard Buck, Michael Burgan, DeQuisha Burrell, Erin Burry, Turejai Cammon, Ana Castaneda, Liliana Catillo, Timothy Clay, Sylvianna Clyde, Craig Conway and Chad Cook. Also: SIU members Douglas Lewis, Latoya Nix and Stephen Gray. (Note: not all are pictured.)



STCW — NCL, July 1: Elizabeth Sammon, Paul Slaght II, Rubert Taylor, Tammy Thompson, Velentine Thompson, Eulogio Tolentino Jr., Augustus Torralba, Jonathan Toves, Miranda Van Cleave, Tina Vestal, Juan Viazcon, Amanda Wall, Marta Ward, Lonnie Weigel, Louis Wessel, Troy White, Sinan Wiley, Kelley Williams, Josh Wilson and Ryan Wilson. (Note: not all are pictured.)

STCW — NCL, July 15: Adam Malek, Shere Marcus, Ava McNulty, Roberto Mendez, Djamilia Moorehead, Elizabeth Morgan, Dennis Muhi, Kimberly Natemeier, Sommer Normandy, Mark Nossier, Daryl Peterson, Rosemary Robie, James Robinson, Algernon Russell, Irma Salazar, Jamaal Scott, Rizza Sese, LeQuan "Dante" Silas, Lula Solomon, Jason Sullivan, Jessica Torrey, Richard Ward, Gerald Washington, Sam Wilkinson, John Wilson, Enio Wissel and Traci Wright.



STCW — NCL, July 15: Justin Ayer, Jeffrey Batac, Donald Bellefeuille, Samuel Berg, Deborah Clopton, Gary Costin, Rhonda Costin, Mason Cummings, Danielle Curtis, Theresa Denley, Lucia Estrada, Alejandro Flores, Daniel Garza, Anthony Grana, Phillip Guerrero, Shay Gunn, Carla Hankel, Kami Harris, Ryan Ingles, Don Jayamaha, Damon Johnson, Emily Jones, Catherine Justice, Tylor Kolter, Erin Kuba and David Langner.



Remembering our
veterans from
all wars
November 11, 2005

Unlicensed Apprentice Program Provides Thorough Training

Paul Hall Center Curriculum Blends Practical, Classroom Instruction

The unlicensed apprentice (UA) program at the Paul Hall Center for Maritime Training and Education has been a staple of the Piney Point, Md. facility since it opened in 1967.

By design and necessity, the program has evolved consistently in order to help the school continue fulfilling its mission of turning out the world's best-trained mariners.

Today, the apprentice program consists of multiple phases—all U.S. Coast Guard-approved—that blend practical training with classroom instruction. One of the more useful components is Phase II—a 90-day period in which students sail aboard a U.S.-flag vessel, alternately working in each of the three shipboard departments.

Mariners and instructors alike have pointed to Phase II as an important reason why students who complete the entire UA program are likely to remain in the industry. According to Paul Hall Center officials, more than 75 percent of students who graduate from the program still are sailing four years later (the most recent calculation made by the school).

Companies participating in Phase II include NCL America, Alaska Tanker Company, American Steamship, Hannah Marine, Liberty Maritime, Interocean American Shipping, Ocean Ships, Horizon Lines, Overseas Shipholding Group, Marine Transport Lines, Intrepid Marine Management, Crowley, Maritrans, and Allied Towing of Virginia.

While the shipboard training has proven successful, Phase I, at the school itself, lays the foundation for becoming a mariner. This phase also lasts three months and includes the following training: vessel familiarization; STCW basic safety training (BST); basic fire fighting; first aid; water survival; vessel operations; and social responsibilities.

During Phase III (which also takes place in Piney Point), students begin to specialize their training. Deck personnel head to courses titled (respectively) specially trained ordinary seaman and tankship familiarization/dangerous liquids, while engine department mariners enroll in the basic auxiliary plant operations class. Those who choose the steward department take four weeks of upgrader-level galley operations.

Completion of Phase III is considered official graduation, but the school doesn't abandon students after that point. What is considered Phase IV consists of an additional four months' sea service, followed by the appropriate upgrading course (able seaman, for instance).

For additional information about the program, visit the Paul Hall Center section of www.seafarers.org, or call toll-free at 1-877-235-3275.



The program's second phase offers valuable experience aboard U.S.-flag ships, as shown in these three photos. Companies participating in this segment include NCL America, Alaska Tanker Company, American Steamship, Hannah Marine, Liberty Maritime, Interocean American Shipping, Ocean Ships, Horizon Lines, Overseas Shipholding Group, Marine Transport Lines, Intrepid Marine Management, Crowley, Maritrans, and Allied Towing of Virginia.



Hands-on training is featured in most Paul Hall Center courses, including the first phase of the apprentice program.



The trainee program (above and below) dates back to the school's founding in 1967 but has been modified many times in order to stay ahead of the industry's needs.



Occasionally, students break from the normal schedule and seize chances to visit landmarks (the White House, above) or participate in ceremonies (at left) like the Department of Labor's Hall of Fame induction featuring the school's namesake, Paul Hall.

