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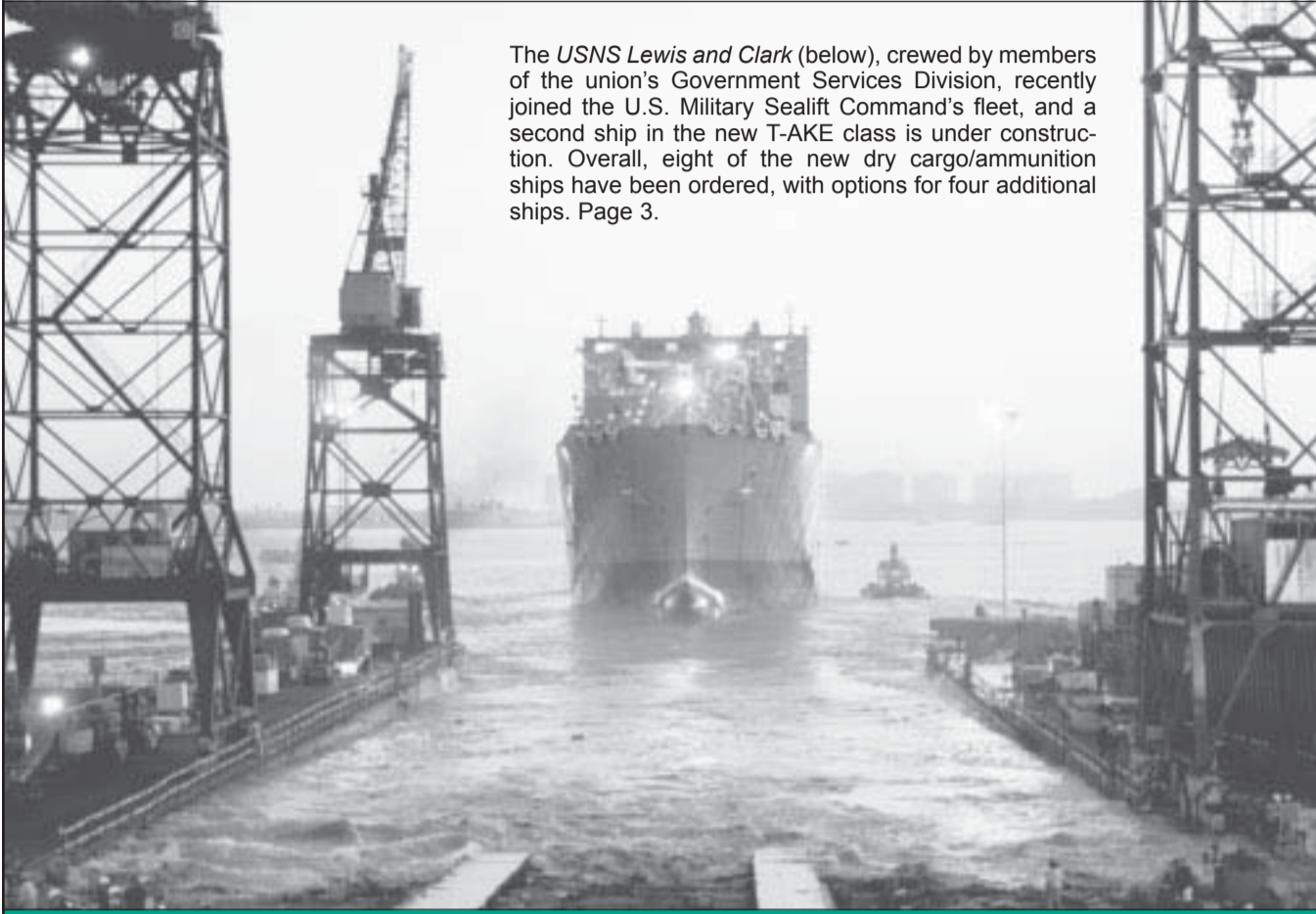
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Volume 67, Number 8

August 2005

# SEAFARERS LOG

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



The *USNS Lewis and Clark* (below), crewed by members of the union's Government Services Division, recently joined the U.S. Military Sealift Command's fleet, and a second ship in the new T-AKE class is under construction. Overall, eight of the new dry cargo/ammunition ships have been ordered, with options for four additional ships. Page 3.

## New MSC Ships Boost CIVMAR Job Expansion

### Seafarers Proudly Serve As Part of America's 'Fourth Arm of Defense'

SIU members continue supporting U.S. troops deployed in Iraq and Afghanistan, transporting key materiel aboard U.S.-flag vessels. Those operations indicate America's ongoing reliance on U.S. crews and U.S. ships to help carry out our nation's missions around the world.



Pictured above are Seafarers aboard the *USNS Yano*—from left to right, Taylor Clear, Karberto Ramos, Michael Proveaux, Joe Tegiacchi, Florencia Farquhar, John Cater and Al Barnett. Below right: The Seafarers-crewed *USNS Red Cloud* offloads combat equipment. Far left: The hospital ship *USNS Mercy* gets vertical replenishment. Pages 10 and 11.



### Column Recognizes Forgotten Heroes Of World War II



Bruce L. Felknor, retired Encyclopedia Britannica executive editor and a U.S. Merchant Marine radio officer during World War II recently wrote a compelling article recalling the bravery and contributions of mariners during that era. The piece briefly mentions the SIU-crewed *Robin Moor*, the first U.S.-flag ship sunk during WWII. That vessel and part of the surviving crew are pictured above. Page 2.

**Seafarers Honored For Safety** \_\_\_\_\_ Page 4

**SIU Crews Excel In 'SafePort'** \_\_\_\_\_ Page 7

**Pride of America: Strong Start** \_\_\_\_\_ Page 20

## President's Report

### Strength through the MTD

One of the SIU's most important affiliations is our membership in the Maritime Trades Department. The MTD, of which I am president, is a constitutionally mandated department of the AFL-CIO. Since its beginning, it has given workers employed in the maritime industry a real voice in helping determine the government policies that have so much impact on our livelihoods.



Michael Sacco

Formed shortly before the General Strike of 1946, the MTD has provided "money, marbles and chalk" to some of the labor movement's most important organizing drives. It played a leading role in the Wall Street Strike of 1948, which ultimately led to the formation of today's OPEIU. The MTD gave timely backing to AFSCME's early efforts at securing state legislation allowing public employees the right to join unions. The MTD also strongly supported Cesar Chavez in his inspirational campaign to gain union recognition for Farm Workers in the 1970s.

Over the past six decades, the MTD has helped promote the enactment of such historic pieces of legislation as the Cargo Preference Act of 1954, the Merchant Marine Act of 1970 and the Maritime Security Act of 1996, all of which have helped ensure the continuation of a strong U.S. maritime industry. The MTD also has joined other maritime organizations in educating the public about the importance of preserving the Jones Act, the nation's freight cabotage law.

In more recent years, during a period when an unfortunate number of U.S. industrial jobs have been lost to unfair competition from overseas, the U.S. shipbuilding and the deep-sea industries have made important progress, while the domestic Jones Act fleet has prospered. Without a doubt, the MTD and its affiliates are responsible for much of that progress. And, as a result, the nation's armed services have enjoyed the stability and security that comes with drawing upon a pool of skilled, loyal U.S. civilian mariners, shipyard employees, longshore workers and others to enhance America's national and economic security.

The MTD's network of 24 port maritime councils has given maritime workers a strong grass roots presence in port cities and coastal communities all across the nation and in Canada. The councils have given the Department's 28 affiliates a means to pool their resources on a wide range of issues and projects. They include promoting a comprehensive national maritime agenda; providing affiliate support at all levels; enhancing port security; community participation including charitable activities, and much more.

As we prepared for the MTD convention July 21-22 in Chicago, I looked back on our accomplishments from the previous four years and was reminded of the organization's tremendous value and effectiveness. I'm confident that the next four years will be even more beneficial for our affiliates, and I look forward to working together to promote our industry.

### Enduring Freedom

The terrorist attacks July 7 in London provided a very unwelcome reminder that Operation Enduring Freedom, the global war against terrorism, truly is an ongoing mission, and will remain so for the foreseeable future. This is a different kind of war, as we all know. The SIU remains fully committed to doing whatever it takes to win.

On behalf of our entire union, I extend the SIU's most sincere condolences to the victims of the recent attacks and their families. Words may not heal the physical wounds, but they reflect the genuine caring and compassion felt by millions around the world.

Like all other terrorist acts, the ones in London were cowardly. The murderers responsible for those attacks will not succeed in making us cower. Quite the opposite is true, in fact. We will continue to rise up, across the globe, and stand united to protect all that is good in our societies.

As the saying goes, freedom isn't free. The price is worth it, however—and no terrorist is going to rob us from our liberty.

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The SIU on line: [www.seafarers.org](http://www.seafarers.org)

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# The Merchant Marine: War's Forgotten Heroes

*Editor's note: This article was written by Bruce L. Felknor, retired Encyclopedia Britannica executive editor and a U.S. Merchant Marine radio officer during World War II. It first appeared in the May 22 edition of The Chicago Tribune and is reprinted here with the author's permission.*

Even though it's not formally celebrated until Monday, Sunday is National Maritime Day. It has become the most ignored national day, memorializing the country's most forgotten historical event and honoring the most ignored element of its military structure, the U.S. Merchant Marine.

Congress adopted the resolution creating the day on May 20, 1933, taking note of May 22, 1819, the day the steamer *Savannah* sailed from its home port on the first successful transoceanic voyage by steamship. President Franklin Roosevelt issued the proclamation.

Every succeeding president proclaimed it, and every succeeding generation ignored it. It was easy to remember winning World War II but easy to forget the merchant marine, the logistical miracle that enabled the victory.

The merchant marine story is all about lessons learned on the cruel seas, of scandalous political treatment of its sailors after the war, of long-fought battles for recognition as veterans, and of a commitment as deep, and a risk at least as high, as any soldier's on any battlefield.

But the merchant marine was invisible.

It had scant public-relations apparatus and no mass grass-roots support. The 13 million men and women of the Army, Navy, Marines and Coast Guard had professional cheerleaders in Washington and war correspondents embedded with them in the field, along with 20-odd-million voting parents.

The 250,000 merchant mariners—1.9 percent as many—had only their parents.

### Lacking Practical Ships

In the beginning, it didn't even have practical ships.

The U.S. Maritime Commission's C2 design of 1938-39 was 459 feet long, 63 feet abeam, 25 feet of draft, 6,000 to 8,000 tons, turbo-electric and steamed along at a maximum 15.5 knots. They took time to build and, when war arrived, the luxury of time did not exist.

Only 173 were launched in six years through 1945, an average of fewer than 30 a year. It quickly became evident when the U-boat blitz began that that many ships could be sunk in a matter of weeks. Moreover, engine room crews had to be trained to operate the C2's sophisticated machinery, a sharp departure from the oil-fired reciprocal steam engines of the era.

The solution was to adopt the design of a virtual relic, an old British tramp steamer of the Sunderland class, being built in American shipyards for the king's merchant marine navy.



The Liberty ships *Jeremiah O'Brien* (top), based in San Francisco, and *John W. Brown*, home-ported in Baltimore, still provide visitors with a glimpse of the WWII-era U.S. Merchant Marine's history.



Simple to build, reliable, capacious, but slow. They called it the Liberty ship. Those who love it believe it won the war. Liberty ships were slow: 10 knots, maybe 11 with a following sea and following wind. But their old-fashioned engines were easy to run and maintain.

Liberty hulls, built in sections and welded together, could be turned out with astonishing speed: 70 days was an average, but the record was two days. We joked that they were built by the mile and chopped off by the yard.

Shipyards on all three coasts cranked them out—2,751 from September 1940 through the end of the war, the greatest number of oceangoing vessels built to a single design in all history. The basic design was flexible enough so that the hull could become a tanker, a troop ship, a hospital ship, a break-bulk freighter—even a seagoing machine shop rigged to repair damaged airplanes.

As Roosevelt's "Bridge of Ships" sending aid from the New World to the Old began to slide down the ways, vessels of the growing merchant marine fleet were rushed into convoys carrying lend-lease war cargoes to embattled Britain. These included ships of many nations, including American-owned ships under foreign flags, especially Panamanian.

German subs zeroed in on the bridge, picking off Panama-registered U.S.-owned ships headed for Britain. In the spring of 1941, a U-boat in the south Atlantic stopped a U.S.-flag freighter, the *Robin Moor*. One item of its cargo, railroad rails on deck, was deemed contraband, and the ship was sunk with gunfire. The crew and passengers had 20 minutes to abandon ship.

This stiffened the spines of foot-draggers in Congress and slightly accelerated the pace of bona fide American preparations for war.

Immediately after the Pearl Harbor attack, German Adm. Karl Doenitz, commander of the submarine force, sent six U-boats to the Atlantic off the American coast, launching a campaign of terror on U.S. shipping that, in Winston Churchill's words, "almost brought us to the disaster of an indefinite prolongation of the war." Before Pearl Harbor, Congress, chary of violating neutrality laws, had been reluctant to arm merchant marine ships, but now the die had been cast. The navy began arming ships and training gun crews at its capacity of 100 crews a month. Merchant marine officer cadets and seaman trainees were already receiving such training, and all hands performed well and in general effectively.

Early on, though, the arming was sporadic.

The toll exacted by German subs and bombers underscored the urgency of the need to build ships faster than they were being sunk, however, and with the new vessels properly armed, the tide began to turn.

Proper arming involved installing gun tubs for naval cannon fore and aft and pairs of them for 20-mm anti-aircraft machine guns, the middle pair on the bridge wings. All the guns had steel splinter shields.

### Everyone a Target

But every man aboard a seagoing merchant marine ship in World War II was a target, gunner or not. No one was immune from the consequences of a hit, for a well-placed torpedo or aerial

Continued on page 5

# Progress Continues on New MSC Ships

## T-AKE Fleet Means Job Opportunities for CIVMARS

Less than three weeks after the launch of the U.S. Military Sealift Command's first Lewis and Clark-class vessel, the keel was laid for the second such ship, signaling more job opportunities for members of the SIU Government Services Division.

The dry cargo/ammunition vessels—each with a crew of 123 CIVMARS plus about 50 military-department personnel—will be part of a fleet of combat logistics force underway replenishment ships. At least eight of the new T-AKE vessels will be built at San Diego's National Steel and Shipbuilding Co. (NASSCO). There are options for four additional ships.

The keel-laying ceremony for the *USNS Sacagawea* took place June 8 at the shipyard. That vessel is scheduled to launch in the spring of 2006.

As reported last month, the first ship in the fleet, the *USNS Lewis and Clark*, was launched on May 21.

According to MSC, the T-AKE ships "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 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 agency further noted that the new ships are "being built to commercial specifications and standards

**Lewis and Clark T-AKE Ships At a Glance**

**Length:** 689 feet  
**Beam:** 106 feet  
**Draft:** 29.5 feet

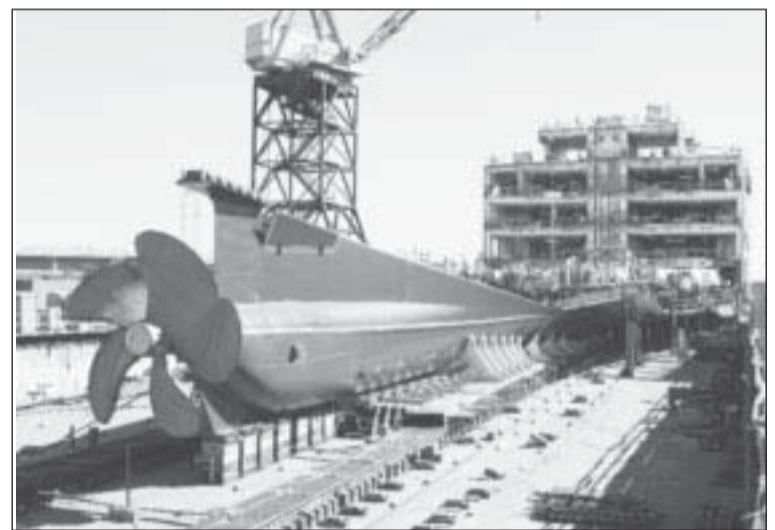
**Main machinery:** Integrated propulsion and ship service electrical system, with generation at 6.6KV by FM/MAN B&W diesel generators; one fixed pitch propeller; bow thruster.

**Full Load Displacement:** 35,400 long tons  
**Speed:** 20 knots (23 mph)  
**Max Dry Cargo Weight:** 5,910 long tons  
**Max Dry Cargo Volume:** 783,000 square feet  
**Max Cargo Fuel Weight:** 2,350 long tons  
**Cargo Fuel Volume:** 18,000 barrels

Source: U.S. Military Sealift Command



Crewed by members of the union's Government Services Division, the *USNS Lewis and Clark* (above, at launch earlier this year and below and at left, during construction) is the first vessel in a new class of dry cargo/ammunition ships in the MSC fleet. Construction has begun on the second vessel, scheduled for delivery in 2006.



# SIU-Crewed Detroit Princess Is City's Latest Attraction

The Seafarers-crewed *Detroit Princess* riverboat arrived at its dock behind Detroit's Cobo Center in early June and, following a Coast Guard inspection, has already begun its lunch, dinner and late-night cruises along the Detroit River.

Engine and deck department members were hired to work aboard Detroit's newest attraction under an SIU contract. Other

crew members, including wait-staff, cooks, dishwashers and experienced bartenders, belong to an SIU affiliate, the Seafarers Entertainment and Allied Trades Union (SEATU).

"It's a party boat (for the passengers)," said its owner, John Chamberlain, who bought the former casino boat in Texas and sailed it through the Gulf of Mexico, around Florida and up

the East Coast to the Great Lakes.

Each cruise will last two to three hours and will offer a different experience on each of its five decks. The first deck has a Motown dance nightclub. Big

band music can be heard on the second deck. On deck three is an interactive murder-mystery dinner theater. And a VIP lounge with live jazz and an outdoor area that Chamberlain said is reminis-

cent of Jimmy Buffett's Margaritaville cafes is on the fourth deck.

On the fifth deck of the 224-foot boat, riders may look from 52 feet above the river.



Alex Gresock, on the fourth deck of the riverboat, is the chief engineer.



Standing on the fifth deck with the Detroit skyline in the background are Capt. Mike Miller, First Mate Sandra Clark and AB Patrick Retko.



Left: The *Detroit Princess* is docked alongside the Detroit river walk.



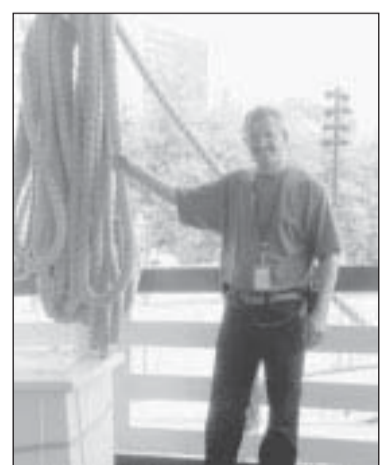
Right: Capt. Mike Miller and OS Nicole Mills chat on the vessel's main deck.



Chief Engineer Bob Buttmer adjusts the air conditioning.



OS Dale Brown stands gangway security watch on the *Princess*.



AB Adil Hussein stands at the bow of the main deck.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, August 15, 2005 for the observance of Paul Hall's birthday and Monday, September 5, 2005 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

# Seafarers Honored for Safe Operations

## SIU-Contracted Companies Recognized at Annual Awards Event

Eleven SIU-contracted companies, along with their top performing vessels, recently were recognized by the U.S. maritime industry for safe ship operations.

The honors, the 2005 Jones F. Devin Award and the 2005 Ship Safety Achievement Awards, were bestowed June 9 by the Chamber of Shipping of America (CSA) during its Annual Safety Awards Luncheon at the Hilton New Orleans Riverside. Specifically, the awards recognize individual ships and the women and men who crew them while performing accident-free operations. The prizes also serve as incentives to promote safe ship practices aboard all American-flagged vessels.

"It's always great to see Seafarers receive this type of well-deserved recognition, especially when it has to do with safety," said SIU Vice President Contracts Augie Tellez. "It's a tribute not only to the individual mariners, but also a reflection of the tremendous jobs that the instructors and staff at our affiliated training school (the Paul Hall Center in Piney Point, Md.) do in preparing students for their careers."

Nearly 200 people representing more than 50 companies turned out for the event. The awards were given to vessels that have operated for at least two years without a mariner involved in a lost-time injury.

"We have been holding these annual award ceremonies since 1954," said Joseph Cox, CSA president "For that initial year, we honored six vessels having a total of 12 years operation with

no lost-time incidents. This year, we gave awards to 726 vessels that operated (a combined) 3,956 years without a lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation."

Seafarers-contracted companies that were recipients of the 2005 Jones F. Devin Awards and the vessels which established safety milestones (number of years in parentheses) were:

- **Alaska Tanker Company, LLC**—*Overseas New York* (4), *Tonsina* (4), *Kenai* (4) and *Overseas Washington* (3)
- **Central Gulf Lines**—*Green Lake* (3)
- **Crescent Towing**—*Texas* (8), *Georgia* (8), *Ervin S. Cooper* (8), *Alabama* (8), *Mardi Gras* (8), *Port Allen* (8), *Admiral Jackson* (8), *Glenn Smith* (8), *Louisiana* (7), *Port Hudson* (6), *Terrence Smith* (5), *Point Clear* (5) and *Savannah* (2)
- **Horizon Lines**—*Horizon Discovery* (2) and *Horizon Spirit* (2)
- **Interocean American Shipping Corporation**—*Flickertail State* (7), *Cape Mohican* (4), *Chesapeake* (4), *Gopher State* (4), *Cape May* (4), *El Yunque* (3), *Midnight Sun* (2) and *North Star* (2)

- **Keystone Shipping Co.**—*Cape Vincent* (9), *Chelsea* (8), *Tallahassee Bay* (6), *Florida Bay* (6), *Columbia Bay* (6) and *South Carolina Bay* (6).

- **Marine Transport Lines**—*Lykes Discoverer* (6), *Ocean Reliance* (2), *Sea Reliance* (2), and *Sound Reliance* (2)

- **Maritrans Operating Company L.P.**—*Navigator* (3), *Seafarer* (3) and *Intrepid* (3)

- **Maersk Line, Ltd.**—*USNS Red Cloud* (4), *USNS Effective* (4), *Maersk Rhode Island* (2), *Cpl Louis J. Hauge Jr.* (2), *USNS Impeccable* (2), *USNS Soderman* (2), *Franklin J. Philips* (2), *SSG Edward A. Carter* (2), and *USNS Loyal* (2).

- **OSG Ship Management, Inc.**—*Overseas New Orleans* (3), *Overseas Philadelphia* (3) and *Overseas Marilyn* (2)

- **Seabulk Tankers—HMI** *Brenton Reef* (3), *Seabulk Challenge* (3), *Seabulk Power* (2) and *Seabulk America* (2).

The Chamber of Shipping of America represents 25 U.S.-based companies that own, operate or charter oceangoing tankers, containerships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels.

## NCL America Spotlit in New Union Plus Benefit Promotion Encourages Cruising 'The Union Way'

SIU-contracted NCL America is featured in a new promotion offered through Union Plus, a non-profit organization founded by the AFL-CIO to secure a variety of high quality, discounted products and services for union members and their families.

The new Union Plus Cruises program began July 1, featuring Hawaiian cruises on the U.S.-flag, union-crewed deep sea cruise ships: the Seafarers-crewed *Pride of Aloha* and *Pride of America*. It also is expected to include the *Pride of Hawaii* when that vessel joins the NCL America fleet in 2006.

"Union Plus Cruises feature a 5 percent discount off all cruises from Norwegian Cruise Line," the organization noted in an announcement. "There may also be other special offers with savings up to 30 percent off selected



The SIU-crewed *Pride of Aloha* is part of a new Union Plus program offering discounts to union members and their families.

sailings. A special introductory offer will give union families free air fare to Hawaii from Los Angeles and San Francisco and

reduced air fare from over 100 gateway cities."

The introductory offer for free or reduced air fare expires Sept. 30, 2005. Interested individuals may call 1-866-867-0593 and request promotion code AIR-UP1 to take advantage of this offer, or visit [www.unionplus.org/cruises](http://www.unionplus.org/cruises).

Seafarers are eligible for a number of additional benefit programs offered through Union Plus, including mortgage and real estate services, union-made checks, an online tax service, health savings, an auto-buying program, music and computer discounts and more. The *Seafarers LOG* periodically publishes a complete list of those programs along with contact information; the same data is available online at [www.unionplus.org](http://www.unionplus.org).

### With Seafarers on the Overseas Chicago



Chief Steward Don Lewis sent in these photos of Seafarers aboard the *Overseas Chicago*. The Alaska Tanker Co. vessel was scheduled to meet its OPA 90-mandated retirement date at the end of June, but the company continues to bring brand new Alaska-class tankers into its Seafarers-contracted fleet. Pictured clockwise from top left are Lewis; AB Ricardo Hernandez, AB Bobby Brown and 2<sup>nd</sup> Mate James Longley; Chief Cook Craig Lundberg; SA Abdullah Nasser; and a photo, from the *Seafarers LOG*'s files, showing the tanker shortly after its construction in 1977.



### NOTICE

#### Seafarers Pension Plan

Pensioners who are eligible for Medicare have been receiving reimbursement for the Medicare Premium as part of their monthly pension check. This practice has now been formally incorporated in the Plan Rules and Regulations. Accordingly, eligible pensioners will continue to receive this reimbursement.

# Bill Would Restore, Protect Right to Join a Union

Supporters of a labor-endorsed bill to protect employees' rights to freedom of association contend that something is radically wrong when threats, intimidation and stall tactics regularly are used by employers to thwart the will of workers who simply want a better way of life.

Yet that is precisely what is happening in our nation, notes the AFL-CIO, the national federation of trade unions (to which the SIU is affiliated). Employers routinely go to extremes to obstruct and ultimately derail workers' rights to make free and fair decisions on joining or forming unions, the federation reports.

For example, according to National Labor Relations Board data compiled and recently released by American Rights at Work, U.S. employers so far in 2005 have taken illegal and punitive measures against more than

10,000 employees seeking to support or form a union at their workplace. Although labor law prohibits such tactics, the government has been unwilling to step in and protect workers' basic rights in the workplace. As a result, working families are paying a huge price for this interference, because unions play an essential role in our society and the rights of workers to organize them are crucial.

Union representation is a vehicle to help earn a decent wage, encourage profit sharing between owners and workers, provide health care and pension benefits for families, improve health and safety in the workplace, advocate economic and social policies that support all workers, and provide workers a role in workplace decisions.

Recent polls show that as many as 57 million workers would be willing to join a union, but most

believe that current laws and workplace situations are stacked against them. That is why union members and others across the country are working with Democratic and Republican members of Congress to pass the Employee Free Choice Act.

Initially offered last year in the 108<sup>th</sup> Congress, the legislation garnered support from more than 200 members of the U.S. House of Representatives and 35 senators. Because the bill was not passed, another effort to make it law started in the 109<sup>th</sup> Congress.

On April 19, Senators Edward Kennedy (D-Mass.) and Arlen Specter (R-Pa.) and Representatives Peter King (R-N.Y.) and George Miller (D-Calif.) reintroduced the measure for the 109<sup>th</sup> Congress. Already the number of legislators in both houses signed on to sponsor the act is approaching its 2004 level.

The Employee Free Choice Act has three major provisions:

■ First, it calls for certification of a union as the bargaining unit if the National Labor Relations Board (NLRB) finds that a majority of employees in an appropriate unit have signed authorizations designating the union to be their representative. Basically, the act would make card-check organizing campaigns the law of the land.

■ Second, it would put an end to delaying tactics to prevent negotiations for a first contract that have been used by many businesses to the detriment of workers. Instead, the measure would allow either party involved in the talks to reach out to the Federal Mediation and Conciliation Service (FMCS) after 90 days. If the FMCS cannot resolve the dispute within 30 days, it may be referred to arbitration whose results would be binding for two years.

■ Third, just as the NLRB must seek a federal court injunction against unions whenever

there is a reasonable cause to believe that the unions have violated secondary boycott publications, the legislation would call upon the NLRB to do the same if there is reasonable cause against an employer who has discharged or discriminated against workers or engaged in action that interferes with employee rights to organize or negotiate a first contract. The act also provides penalties.

The AFL-CIO states that there's little doubt in the labor community that the Employee Free Choice Act will help fix the flawed process through which workers currently form unions. This important legislation would make sure workers have a fair chance to exercise their democratic right to choose a union. If Congress passes the measure, stronger enforcements instantly would be in place to deter violations of labor law and help workers reach contracts quickly and fairly.

## ITF Aids Crew



SIU International Transport Workers' Federation Inspector Don Thornton recently helped bring the Liberian-flag vessel *MV Federal Margaree* under ITF contract. A few crew members from the bulk carrier are pictured above, in Cleveland, happily displaying their new contract. The SIU is an ITF affiliate.

## Senate Bill Introduced For WWII Mariners

A long-awaited change could be on the horizon for the thousands of World War II U.S. Merchant Mariners who have not been fairly compensated for their service to the country.

Under legislation unveiled recently by a politician from Nebraska, the aforementioned individuals would receive comparable treatment with other veterans. Democratic Senator Ben Nelson in June introduced a bill—the Belated Thank You to the Merchant Mariners of World War II Act of 2005, (S. 1272)—to amend title 46, United States Code, and title II of the Social Security Act. If passed by Congress and signed into law by the president, the measure would provide benefits to certain individuals who served in the United States Merchant Marine (including the Army Transport Service and the Naval Transport Service) during World War II.

“Merchant mariners transported troops, ammunition, food, gas and other supplies that were necessary to win the war, in open waters aboard slow-moving cargo ships,” said Nelson during his introduction of the measure. “They were a target of enemy forces which sank more than 800 of these ships. More than 9,000 merchant mariners were lost at sea. The casualty

rate amounted to one out of every 26 ... yet they have been denied fair treatment all these years because they were civilians.”

The senator's proposal—and a companion bill which carries the same title (H.R. 23) introduced earlier this year by U.S. Rep. Bob Filner (D-Calif.)—among other things would pay \$1,000 per month, tax free, to merchant mariners or their widows. It would also increase their monthly Social Security check.

A member of the U.S. House Committee on Veterans' Affairs, Filner observed, “While it is impossible to make up for over 40 years of unpaid benefits, I propose a bill that will acknowledge the service of the veterans of the U.S. Merchant Marine and offer compensation for years and years of lost benefits. The average age of (World War II) merchant marine veterans is now 81. Many have outlived their savings. A monthly benefit to compensate for the loss of nearly a lifetime of ineligibility for the GI Bill would be of comfort and would provide some measure of security for veterans of the U.S. Merchant Marine.”

Approximately 10,000 Merchant Mariners and their widows who are old enough to serve in World War II are still living.

## War's Forgotten Heroes

*Continued from page 2*

bomb sent the ship to the bottom, often wrecking some or all of the lifeboats. After a few early tragedies when there was no time to swing boats out on their davits for lowering, the navy ordered all merchant marine ships to sail with boats swung out, ready for instant launching. (Life rafts were positioned to be slid over the side and boarded once in the water.)

But an angry sea was a lethal enemy, boats or not. Hundreds and hundreds of men were forced by fire to leap into the sea in life jackets when lifeboats were wrecked in launching or walled off by fire. A bomb- or torpedo-ruptured fuel tank could turn a ship into a flaming pyre.

Sometimes with freighters and often with tankers, a torpedo or bomb could set ship and sea afire. Oil gushing from ruptured tanks could blaze for hours. Expert swimmers, unwounded, could dive through flames, swim underwater long enough to clear the burning fuel, and hope to find a raft or scrap or maybe lifeboat. If not, drowning or sharks awaited.

The odds were not good.

A ruptured tanker loaded with fuel oil was bad news for the swimmer even without fire. In a cold ocean, oil congeals into a thick pad that quickly exhausts any swimmer. The foam is thick enough to make surface swimming impossible but not thick enough to keep a man afloat. Catch-22 for the seafarer.

But beyond that, whatever the strength of the swimmer, without protective clothing he can live in the ocean only until hypothermia claims him, and in the North Atlantic that span is measured in minutes.

Not all the deaths lurking in wait for the wartime seafarer were slow and tortured, though. A few hundred of those killed (estimates vary from 6,847 to 8,412) died quickly—the fate of anyone torpedoed or bombed on an ammunition ship or a tanker loaded with high-octane gasoline was instant obliteration.

Sailors in convoys where such cataclysms occurred were unanimous: The explosion was horrendous. There was a rising cloud of dust or vapor. Nothing fell to earth. The ship and its people disappeared, vaporized.

These were facts of life for the merchant marine seamen in World War II, all of them volunteers (the minimum age was only 16). These men suffered the highest mortality rate of any service, in that war, with the possible exception of the U.S. Marine Corps, dwarfing those of the Army, Navy, Army Air Force and Coast Guard. This explains why the canard that mariners hated most was that they were draft dodgers.

The biggest surprise is that, for 44 years after the war, merchant marine survivors were not even war veterans, though their armed guard shipmates were vets by definition.

As it began to appear that the Allies would win, the GI Bill of Rights was drafted in Congress, discussed and debated, then passed and signed into law.

Almost simultaneously, a Seamen's Bill of

Rights was proposed, strongly endorsed by President Roosevelt and influential members of Congress.

But it was rigidly opposed by other members, swayed by the leaders of the American Legion and the Veterans of Foreign Wars, who had been persuaded by a series of lies and misunderstanding about the merchant marine.

These were circulated most effectively by columnists Westbrook Pegler and Walter Winchell who spread the notion that many merchant seamen and their unions were communists or “pinkos.” They told tales of seamen refusing to help unload war cargoes, of sky-high bonuses for sailing into war zones.

The barrage of falsehood and disinformation poisoned enough votes in Congress to kill the Seamen's Bill of Rights despite Roosevelt's and later President Harry Truman's efforts to resurrect it. Military heroes—Douglas MacArthur, Jonathan Wainwright, Dwight Eisenhower, Chester Nimitz, Alexander Vandegrift and many others—praised the valor and gallantry and selfless service of the merchant marine—but all too little and too late.

Until, that is, three merchant mariners who had been shipmates and fellow POWs in the Japanese prison camp on the notorious River Kwai took the government to court.

### Taking on the Government

The Defense Department had assigned the secretary of the Air Force to oversee veterans' group applications for recognition. He had repeatedly rejected the application of Edward Fitzgerald, Dennis Roland and Stanley Willner, though in their judgment they met all the stated qualifications.

When the case came to trial in federal court in Washington in 1987, Roland had died and been replaced by Lane Kirkland, a merchant marine veteran and head of the AFL-CIO.

The court found—in pungent terms—for the plaintiffs, and ordered further actions leading to legislation recognizing men with oceangoing merchant marine service in World War II as veterans. The American Legion let them in; the Veterans of Foreign Wars did not.

This led to a cascade of rulings and regulations that among other things recognized merchant marine veterans organizations, granted the old mariners—43 years after the war—access to veterans' hospitals and medical care, residence in Veterans Homes, burial in National Cemeteries, and an inexpensive symbol cherished most of all by many: a flag for their coffins and a veteran's marker for their gravesites.

The truly major benefits of the GI Bill, college tuition and Veterans Administration home loan guarantees, had long since bypassed this dwindling cohort of old men. A credible estimate is that of the 250,000, about 10,000 are left.

Even the 16-year-olds of 1945 are in their late 70s now.

The old salts of then, who left retirement and patriotically went back to sea, are long dead.

But let's not ignore them.

# Car Carrier Jean Anne Enjoys Smooth Sailing

After more than five months at sea and nearly as many trips between the West Coast and the Hawaiian Islands, it's still smooth sailing for the new SIU-contracted car carrier *Jean Anne*.

As reported earlier in the *Seafarers LOG*, the 579-foot roll-on/roll platform on March 21 was christened in the port of San Diego's National City Marine Terminal. Owned by The Pasha Group of Corte Madera, Calif., the vessel was built to serve in the Jones Act trades between the U.S. mainland and Hawaii. It is operated by Interocean Uglund Management.

"All of the SIU crew members seem very happy with their jobs aboard the new vessel," said SIU Wilmington Port Agent John Cox. "As with any new vessel, not everything is perfect. But everyone has worked together really well, both from the union and the company, to get through the growing pains."

The *Jean Anne* has 10 decks and weighs 13,000 deadweight tons. The vessel can transport more than 3,000 American-sized vehicles plus any other rolling stock, household goods and containers. It can travel at speeds approaching 20 knots and its stern ramp is capable of handling up to 100 tons as vehicles are driven on and off. The *Jean Anne* makes stops in Honolulu; Kahului, Maui; Hilo; and Nawiliwili, Kauai.



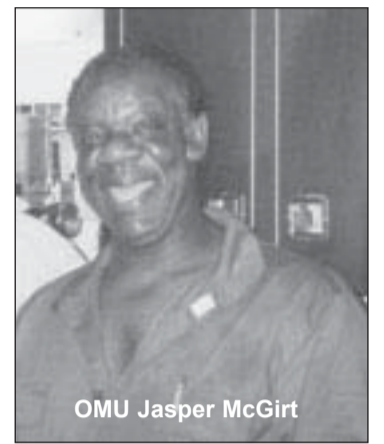
AB Adel Irani



AB Tom Grove



Left: Part of the *Jean Anne* crew assembles top side shortly after the vessel recently tied up in San Diego. Pictured from left are GVA Arthur Castro, GVA Marino Macadaan, Chef Cook Ronnie Newman, Bosun Thomas Johnson and QEE Allen Jones.



OMU Jasper McGirt



The *Jean Anne* docks in San Diego following a trip to the Hawaiian Islands

## Welcome Home, Seafarers!



The SIU-crewed *Cape Trinity* (bottom left photo) recently arrived back in Houston following a nearly five-month deployment to the Middle East in support of U.S. troops. Upon their return, Seafarers received U.S. Merchant Marine Expeditionary Medals from the U.S. Maritime Administration and later enjoyed a barbecue by the vessel, which is part of the U.S. Ready Reserve Force (RRF). Pictured above left (from left) are 3<sup>rd</sup> Mate Joey Cargal, AB Charles Hill, SA Roberto Avila, SA Loukas Frangia and AB Henry Whitt. Other crew members include Oiler Rodolfo Menchaca (above right photo). Additional Seafarers recently manning the *Cape Trinity* include Bosun Charles Jackson, ABs Frank Thompson, Sinclair Oubre, Stig Sasse and John Pegan, Electrician Shawn Deloach, GVAs John Robinson and Terry Bass, Oilers Christopher Eason and Jamie Pabon, Steward Daniel Taylor, Cook Anthony Harrell and Assistant Cook Andrea David.



## Learning Maritime Safety in Hawaii



Campbell High School NJROTC cadets don their bunker gear at the Seafarers Training Center in Kalaeloa, Hawaii.

The Seafarers Training Center in Hawaii was the site of maritime safety training exercises last March for students and staff from the Navy Jr. ROTC (NJROTC) program at James Campbell High School in Ewa Beach.

Nine students and three staff members participated in various exercises that included confined spaces rescue, fire gear familiarization, hose evolutions and water survival relays. Staff from the Seafarers Training Center included Amanda Curtis, Rick Perry, Stuart Domingo and Nate Itomoto. Honolulu Port Agent Neil Dietz also participated in the day's events.

The NJROTC staff was led by Cmdr. John Hutchinson, USN Senior Chief Naki and Chief Petty Officer Lairsey.

Following the exercises, Hutchinson said, "The training was a valuable part of our cadets' education. It was very interesting and the students were fully engaged."



Mandeelyn Sy is suited up and ready to go as instructor Stuart Domingo explains each element of the personal protective gear to the rest of the students.



Anonymous in their protective gear, the students rescue "Annie" from the downed helicopter after extinguishing a helo fire.



Right: Proving that one size fits all (sort of), Campbell High School cadet Angela Diaz finishes pulling on the last of her protective gear.

## Burial at Sea for Brother Sanfilippo



At Lat 18-24N, Long. 164-33E, a service was conducted May 29 as the ashes of Brother Joseph Salvatore Sanfilippo were scattered at sea from the fantail of an SIU-crewed Horizon Lines ship. Sanfilippo, 77, was born in Boston and joined the SIU in 1950 in Houston after serving in the U.S. Navy. He sailed as a recertified bosun, last working in 1992 aboard the *Cape Catoche*. Brother Sanfilippo made his home in San Francisco.

# SIU Members Excel in 'SafePort'

## Safety Exercise Shows Teamwork throughout Industry

Crew members aboard a pair of SIU-contracted vessels recently earned accolades for their participation in a joint U.S. Maritime Administration (MarAd)/U.S. Coast Guard safety exercise.

Dubbed "Operation SafePort 2005" and conducted in early June in San Francisco Bay, the maneuvers spanned three weeks and involved Seafarers aboard the Pacific Gulf Marine, Inc.-operated *Keystone State* and Horizon Lines' *Horizon Consumer*. The *Keystone State* is a MarAd Ready Reserve Force Auxiliary Crane Ship (T-ACS) while the *Consumer* is a container ship.

A third Seafarers-crewed vessel, the Matson Navigation Co.-operated *Lihue* was also part of the safety simulations. Prior to the actual exercise, Seafarers who crewed the *Keystone State* took part in several preparatory on-site



Aboard the *Keystone State* are U.S. Navy Reservist Chad Fondren and AB Delsrael Williams.



SIU Assistant VP West Coast Nick Celona, left, U.S. Marine Corps Maj. Paul "Goose" Godsen and Pacific Gulf Marine Chief Executive Officer Todd Johnson watch portions of the SafePort exercise from aboard the *Keystone State*.



Some of the participants in the SafePort exercise donned special gear for portions of the maneuvers. From left to right are AB Luis Valerio, Second Mate Garrett Winner, AB Rex Simbre, Third Mate Mike Rawlins and Third Mate Ryan Brune.



The *Keystone State*, right, maneuvers alongside the *Consumer* to begin off-loading its containers.

### SafePort Facts

Recognizing the concerns of port security in the United States in the wake of the September 11 terrorist attacks, the U.S. Maritime Administration (MarAd) has been working with the Department of Homeland Security (DHS) and the U.S. Coast Guard to mitigate risks to U.S. ports and population centers.

MarAd, utilizing Auxiliary Crane Ship (T-ACS) vessels in its Ready Reserve Fleet, developed the SafePort concept. Under this project, containerhips of greater than 8,000 TEU's can have a "container of interest" offloaded from any point on the ship at a remote location.

The objectives of SafePort include physically approaching, mooring alongside, and off-loading a designated container of interest from a non-self-sustaining containerhip away from a developed port facility and population center.

sessions in which the *Gem State*, another of MarAd's auxiliary crane ships manned by SIU members, was involved.

Under the exercise scenario, the *Keystone State* was tasked with maneuvering alongside the *Consumer* (and on two occasions the *Lihue*) which was at secure anchorage in a designated area of San Francisco bay. Once in position, the *Keystone State* was further tasked with the safe removal of certain containers. The containers in question previously had been placed in very close proximity to a test container by a U.S. Coast Guard Vessel Boarding Team (also known as Sea Marshals).

To make the scenario more realistic, Sea Marshals labeled the test container as a "suspicious" box. The simulation continued with members of the U.S. Coast Guard Pacific Strike Team boarding the *Horizon* vessel, using complete access on all sides of the suspect container to perform additional safety surveys and then discharging it to a small LASH barge where it was carried away without incident.

Thanks to the excellent training of the Seafarers, their counterparts from the USCG and all others involved, the exercise was a complete success. All containers safely were removed from the *Consumer* without a hitch. The suspicious box, which remained undisturbed during the removal of containers, successfully was examined and removed by members of the strike team.

"The SIU members who crewed the vessels taking part in the maneuvers performed in a truly outstanding fashion," said SIU Assistant Vice President West Coast Nick Celona. "Their superb training came to the forefront in all of their actions.... Their overall professionalism reflects tremendous credit upon themselves and the SIU."

More than 80 observers from varied government agencies including MarAd, the U.S. Military Sealift Command, U.S. Transportation Command, U.S. Navy, U.S. Coast Guard, Federal Bureau of Investigation, Department of Energy and U.S. Customs and Border Protection viewed this successful exercise.

Officials from Pacific Gulf Marine as well as Horizon Lines expressed pride both in the crews and the roles played respectively by the vessels they managed.



The target container is lifted from aboard the *Consumer* during Operation SafePort.



The *Gem State* crew also consisted of Bosun John Young, left, and GUDE Fadh Said.

"Participating in this drill allowed Horizon Lines as a primary U.S.-flag containership operator to support and actively share in U.S. port security development," said John Keenan, senior vice president and chief operating officer of Horizon Lines. "This exercise further demonstrates Horizon Lines' unwavering commitment to securing not only our customers' cargo, but also reaffirms our partnership with these government agencies in protecting our borders."

Pacific Gulf Marine CEO Todd B. Johnson, in a letter to SIU Vice President Contracts Augie Tellez, said in part, "This business has its share of ups and downs. It also has moments which make it all worthwhile. For me, those times are usually related to extraordinary performances of a team under pressure; such was the case during the 'Operation Safeport' exercise.... Our customer, the U.S. Maritime Administration, was extremely pleased with the performance of



One of the *Keystone State*'s massive cranes lowers the "suspicious box" onto a waiting LASH barge. After the box has been safely lowered onto the barge and secured, it will be carried away from the area for disposal.

those crew members who demonstrated, once again, the value of maintaining an active and well-trained workforce that serve aboard Ready Reserve Force vessels.

"To all aboard the *Keystone State*, please extend our sincere thanks for a job s well done," Johnson concluded.



Once enough normal containers have safely been removed from around the "suspicious box" aboard the *Consumer*, crew members secure it and start relocation operations.



The SIU crew of the *Gem State*, above, put their union brothers from the *Keystone State* through the paces during training sessions just prior to the start of Operation SafePort. Pictured, from left to right, are Chief Mate Marley, AB Don Rico, AB Jefferson Hendricks, Third Mate Kevin, AB Ritche Acuman, AB Artis Williams, AB Ray Shinpoch and AB Norman Tourtellot.



The *Horizon Consumer*, left, awaits the arrival of the crane ship *Keystone State*, right foreground, to commence container offloading as part of the SafePort exercise.



**GRAND CANYON STATE** — From the looks of this photo, the *Grand Canyon State* was hitting some pretty heavy seas on a recent voyage as the waves swept over the main deck and up to the crane. At 668.6 feet, the vessel is one of 10 crane ships in the Military Sealift Command's fleet.



**CAPE DUCATO** — Chief Steward Lonnie W. Jones Sr. (center) and his galley gang members on the *Cape Ducato* were highly praised by military security teams during "Operation Vigilant Mariner." A letter of appreciation from the leading petty officer was received by the steward department that read, "The entire team appreciated your outstanding service and patience while in transit from Rota, Spain to Souda Bay, Crete. The quality and quantity of the meals made available to us will always weigh heavily around our waistslines. Thank you very much for your efforts and may you continue to serve up [great] meals. Fair winds and following seas on all of your fuure deployments. God bless." The steward department supported 12 security personnel for a total of 30 days. From the left are GSU Leopoldo Fernandez, GSU Julian Nunez, Chief Steward Lonnie Jones Sr., Chief Cook Basil Waldron and Assistant Cook Mendez Amador.

# Sailing with the

# SIU



**ITB BALTIMORE** — This photo was snapped aboard the *ITB Baltimore* at Harbor Island in Seattle, Wash. The Seafarers pictured are AB Jeremy Thigpen, Pumpman Geoffrey James, Chief Steward Tommy "T-Man" Belvin, DEU Lauro Mangahas, Recertified Bosun Jeff Kess, ACU Elsayed Amasha and AB Sam Silas.



**ALASKAN FRONTIER** — A shipboard meeting was held May 23 aboard the *Alaskan Frontier*, which was at anchor in Port Angeles, Wash. while waiting to enter the shipyard in Vancouver. Above (from left) are DEU Henry Gonzalez, DEU Yehia Nasser and QMED Ron Celious. Directly below are Tacoma Patrolman Robert Duncan and Recertified Bosun Carlos Loureiro. In the bottom photo is Tacoma Port Agent Bryan Powell (standing) with



**MARITIME DAY IN PORT ARTHUR, TEXAS** — The Port Arthur International Seafarer's Center and the Apostleship of the Sea - Diocese of Beaumont, gathered on May 20 to observe the 18<sup>th</sup> annual Maritime Memorial Service. Recognition was given to those working in the maritime industry with special attention given to the many fishermen who work in the Port Arthur and Sabine Pass area. In addition, prayers were said for the crew members and families of the *Rene I*, a crew boat that collided with the tanker *Genmar Strength* in the Port Arthur Ship Channel. The captain and three crew members of the *Rene I* died as a result of the collision last April. Following the service at the Seamen's Memorial Sundial, built after the loss of the tanker *Oklahoma* (which was crewed by NMU members), a color guard led the participants to the sea wall, where a wreath was placed in the water by the local Sea Scout Ship. Below, Sea Scouts aboard a small motor vessel salute as the memorial wreath is tossed. Above (both photos), Fr. Sinclair Oubre addresses the crowd. Fr. Oubre is president of the Apostleship of the Sea of the United States of America as well as an active SIU member.



QMED Sylvester Crawford Jr., Chief Cook J.D. Reyes, AB Mike Bedney, AB Rafael Concepcion, AB Manuel Espinoza and Chief Steward Greg Lynch.





# Dispatchers' Report for Deep Sea

JUNE 16 — JULY 11, 2005

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	1	1	1	1	0	0	2	4	2
Anchorage	0	2	0	0	4	0	0	0	6	1
Baltimore	6	8	1	5	7	1	0	10	10	1
Guam	1	5	2	1	3	1	0	2	9	2
Honolulu	7	7	0	6	2	1	0	9	13	1
Houston	17	19	13	22	12	10	12	47	35	28
Jacksonville	24	24	15	19	27	8	16	64	58	32
Joliet	0	0	1	0	0	1	0	0	1	0
Mobile	14	9	3	7	10	1	5	18	13	8
New Orleans	8	12	2	13	14	6	5	23	22	18
New York	30	12	8	22	11	4	7	59	46	32
Norfolk	11	12	5	8	11	4	2	24	26	11
Philadelphia	3	2	1	3	1	2	1	5	8	2
Piney Point	1	16	1	1	13	1	1	1	14	0
Puerto Rico	9	5	1	4	7	1	6	19	10	1
San Francisco	17	9	3	8	9	0	11	33	18	9
St. Louis	1	4	0	1	2	0	1	0	7	3
Tacoma	26	25	11	22	21	6	17	60	50	25
Wilmington	17	9	10	25	19	7	10	36	30	29
<b>Totals</b>	<b>193</b>	<b>181</b>	<b>78</b>	<b>168</b>	<b>174</b>	<b>54</b>	<b>94</b>	<b>412</b>	<b>380</b>	<b>205</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	1	1	0	0	0	0	0	1	1
Anchorage	0	1	0	0	3	2	0	0	0	2
Baltimore	5	2	0	4	5	0	1	5	2	0
Guam	0	1	2	1	0	0	0	1	4	2
Honolulu	2	6	1	2	3	2	0	9	9	1
Houston	7	8	4	8	8	2	5	21	17	10
Jacksonville	20	12	7	8	16	6	6	44	39	14
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	4	1	4	5	1	2	6	3	3
New Orleans	9	2	3	8	11	3	4	15	5	5
New York	9	3	4	5	4	5	2	18	11	9
Norfolk	4	12	6	3	6	6	7	8	20	6
Philadelphia	1	2	0	1	0	1	0	6	7	2
Piney Point	0	3	0	1	0	0	0	1	5	2
Puerto Rico	2	3	1	0	3	1	2	7	6	0
San Francisco	13	8	2	3	2	0	4	19	10	6
St. Louis	2	1	0	2	0	0	0	1	7	1
Tacoma	13	15	3	12	9	4	6	17	26	5
Wilmington	10	9	5	4	11	4	4	16	17	15
<b>Totals</b>	<b>99</b>	<b>93</b>	<b>40</b>	<b>66</b>	<b>86</b>	<b>37</b>	<b>43</b>	<b>194</b>	<b>189</b>	<b>84</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	2	1	0	0	0	0	1	2	2
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	1	2	0	2	0	0	1	4	3	0
Guam	0	2	0	1	2	0	0	0	5	1
Honolulu	7	5	0	6	3	0	3	21	9	0
Houston	10	1	1	11	1	0	7	24	5	2
Jacksonville	12	10	1	8	12	1	7	37	25	8
Joliet	0	0	0	0	0	0	0	0	0	0
Mobile	2	2	0	2	2	0	2	7	6	0
New Orleans	12	2	1	6	1	1	1	16	7	4
New York	19	3	0	13	4	0	6	35	6	6
Norfolk	3	14	4	3	10	2	1	11	19	4
Philadelphia	2	0	0	0	1	0	0	4	2	0
Piney Point	2	3	0	0	1	0	1	7	4	1
Puerto Rico	1	1	0	1	0	0	3	1	4	1
San Francisco	15	3	3	9	3	2	6	42	6	2
St. Louis	1	0	0	0	0	1	0	2	0	2
Tacoma	14	8	3	8	6	1	7	31	14	4
Wilmington	19	8	5	12	4	3	9	38	14	5
<b>Totals</b>	<b>121</b>	<b>66</b>	<b>19</b>	<b>82</b>	<b>50</b>	<b>11</b>	<b>54</b>	<b>281</b>	<b>131</b>	<b>42</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	2	0	0	1	0	0	1	2	3
Anchorage	0	0	3	0	1	2	0	0	1	12
Baltimore	0	2	1	0	2	1	0	0	2	3
Guam	1	2	0	0	1	0	0	1	3	4
Honolulu	4	9	5	2	3	2	0	11	19	10
Houston	3	13	13	1	16	9	0	7	30	34
Jacksonville	2	10	14	1	8	6	0	4	27	49
Joliet	0	0	0	0	0	0	0	0	0	1
Mobile	1	5	0	1	2	0	0	1	14	2
New Orleans	3	4	4	2	4	4	0	4	11	15
New York	2	20	16	2	13	6	0	7	61	61
Norfolk	0	10	14	0	9	10	0	0	13	22
Philadelphia	0	2	0	0	0	0	0	0	2	1
Piney Point	0	17	17	0	2	13	0	0	23	18
Puerto Rico	0	0	1	0	1	1	0	1	3	1
San Francisco	5	5	4	2	4	5	0	6	17	10
St. Louis	0	0	3	0	0	0	0	0	0	4
Tacoma	7	14	20	3	9	2	0	12	32	35
Wilmington	3	5	7	1	5	4	0	2	13	20
<b>Totals</b>	<b>31</b>	<b>120</b>	<b>122</b>	<b>15</b>	<b>81</b>	<b>65</b>	<b>0</b>	<b>57</b>	<b>273</b>	<b>305</b>
<b>Totals All Departments</b>	<b>444</b>	<b>460</b>	<b>259</b>	<b>331</b>	<b>391</b>	<b>167</b>	<b>191</b>	<b>944</b>	<b>973</b>	<b>636</b>

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

## September & October 2005 Membership Meetings

Piney Point	Tuesday: September 6*
	Monday: October 3
	(*change created by Labor Day holiday)
Algonac	Friday: September 9, October 7
Baltimore	Thursday: September 8, October 6
Boston	Friday: September 9, October 7
Duluth	Wednesday: September 14, October 12
Guam	Thursday: September 22, October 20
Honolulu	Friday: September 16, October 14
Houston	Monday: September 12, October 10
Jacksonville	Thursday: September 8, October 6
Joliet	Thursday: September 15, October 13
Mobile	Wednesday: September 14, October 12
New Orleans	Tuesday: September 13, October 11
New York	Tuesday: September 6, October 4
Norfolk	Thursday: September 8, October 6
Philadelphia	Wednesday: September 7, October 5
Port Everglades	Thursday: September 15, October 13
San Francisco	Thursday: September 15, October 13
San Juan	Thursday: September 8, October 6
St. Louis	Friday: September 16, October 14
Tacoma	Friday: September 23, October 21
Wilmington	Monday: September 19, October 17

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

## Correction

In the June issue of the *Seafarers LOG*, Unlicensed Apprentice **Abebe Reda's** name was misspelled. The *LOG* regrets the error.

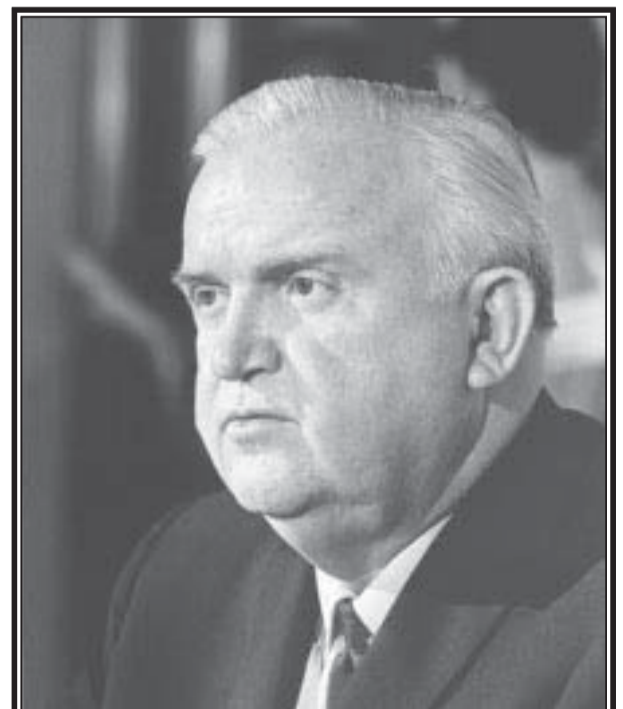
## Personals

### ARMANDO PERRY

Please contact Armando Perry Bryant Jr. He is currently stationed in Germany and can be reached by calling 011 49 966 2702 209.

## Remembering Paul Hall

August 20, 1914 - June 22, 1980





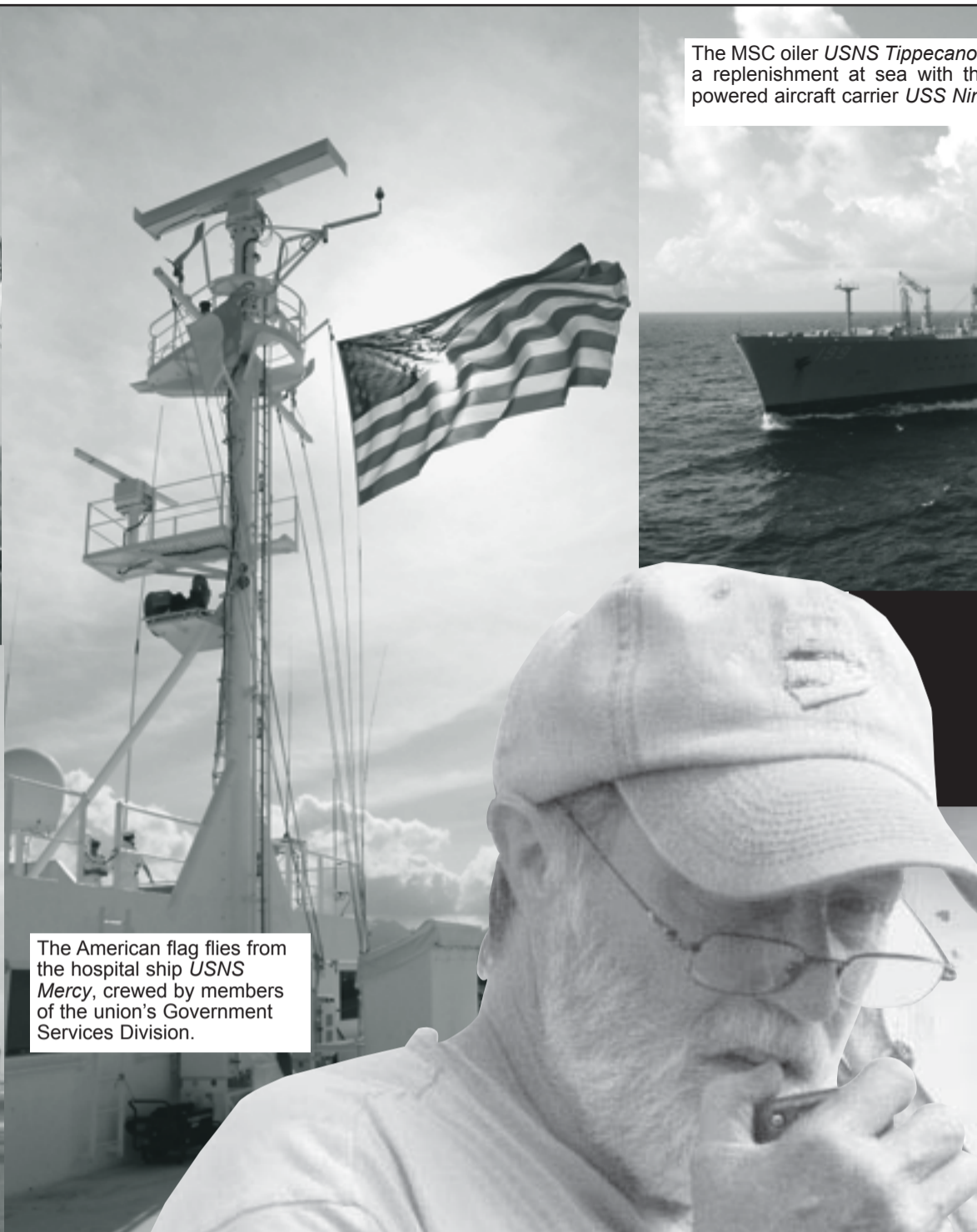
The Seafarers-crewed *Cape Trinity* recently returned to the U.S. after a deployment to the Middle East that lasted nearly five months.



The MSC oiler *USNS Tippecanoe* is replenishing the nuclear-powered aircraft carrier *USS Nimitz* at sea.



The *Cpl. Louis Hague Jr.* is part of MSC's prepositioning fleet.



The American flag flies from the hospital ship *USNS Mercy*, crewed by members of the union's Government Services Division.



The *USNS Red Cloud* offloads combat equipment.



SIU-crewed ships including the *USNS Seay* have supported U.S. troops throughout Operations Enduring Freedom and Iraqi Freedom.

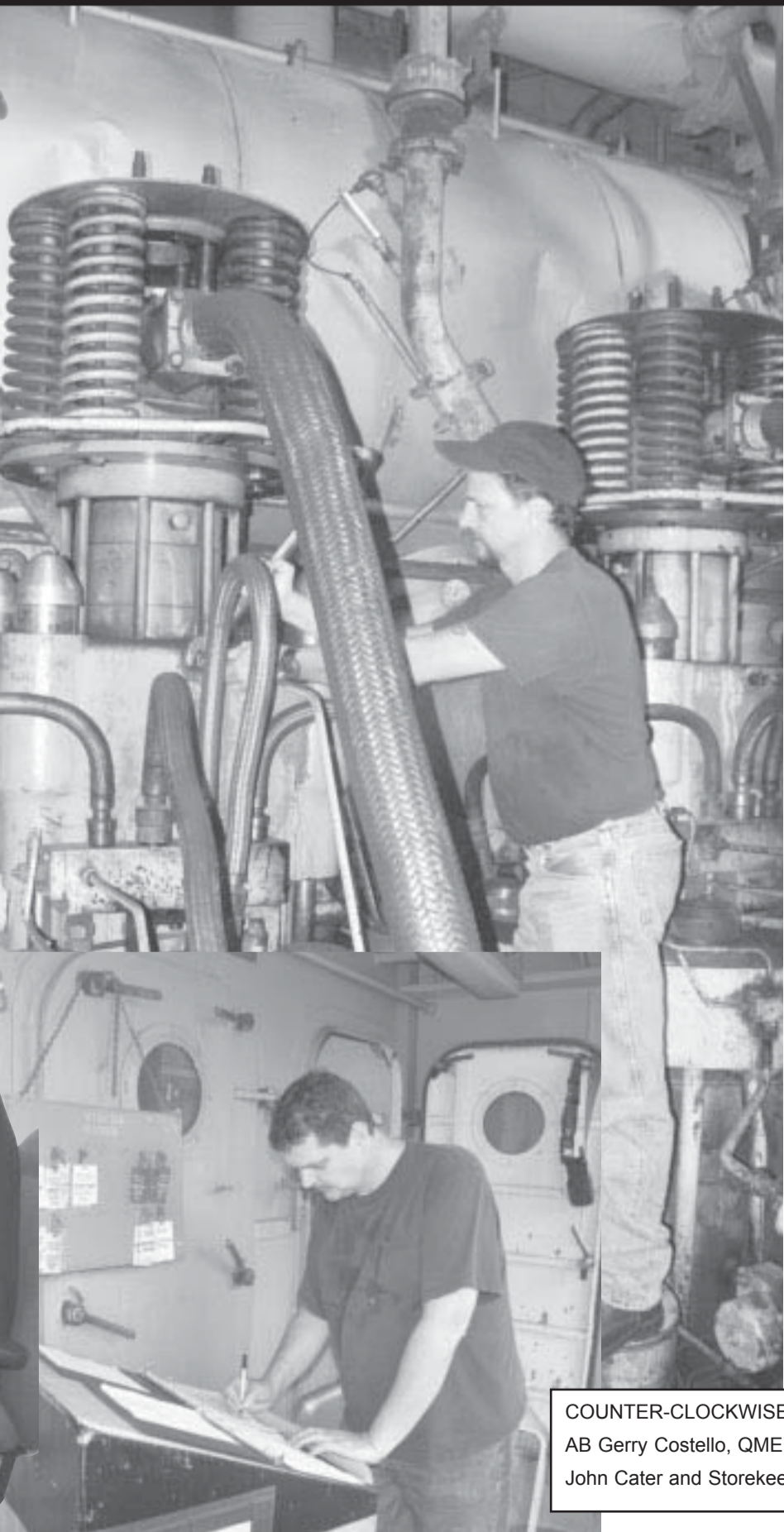
conducts  
nuclear-  
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The *USNS Supply* conducts a refueling and vertical replenishment at sea with the guided missile cruiser *USS Vella Gulf* in the Atlantic Ocean.



## ***SIU Still Delivers for U.S. Troops***



### **U.S.-Flag Sealift Boosts National, Economic Security**

SIU members continue supporting U.S. troops deployed in Iraq and Afghanistan, transporting key materiel aboard U.S.-flag vessels.

As this issue of the *Seafarers LOG* went to press in mid-July, SIU members were sailing aboard approximately 20 ships mobilized for Operations Iraqi Freedom and Enduring Freedom. While that number is far smaller than the 100-plus vessels activated during OIF's peak in 2003, it still signifies America's ongoing reliance on U.S. crews and U.S. ships to help carry out our nation's missions around the world.

Those missions often include providing humanitarian aid following natural disasters, recently exemplified by members of the union's Government Services Division aboard the hospital ship *USNS Mercy*. The *Mercy* spent five months assisting victims of the tsunami in Southeast Asia and the Pacific Islands. Other SIU-crewed ships earlier in the year completed shorter operations in the relief effort.

It is perhaps a never-ending mystery within the industry that the U.S. Merchant Marine, while a vital part of America's national and economic security since the country's very beginnings, generally is lightly publicized beyond traditional maritime circles. Nevertheless, prominent American leaders past and present strongly have recognized the value of the U.S.-crewed, U.S.-flag fleet.

In his National Maritime Day proclamation this year, President Bush noted, "America's merchant mariners make our Nation more secure and our economy stronger. Throughout our history, they have promoted commerce and protected our freedom.... Merchant mariners have also served in every conflict in our Nation's history. The U.S. Merchant Marine helps provide our Nation's Armed Forces with crucial supplies and equipment. These brave men and women demonstrate courage, love of country, and devotion to duty...."

Other officials including U.S. Transportation Secretary Norman Mineta; U.S. Labor Secretary Elaine Chao; U.S. Treasury Secretary John Snow; Gen. Richard Myers, U.S. Air Force, chairman of the Joint Chiefs of Staff; Gen. John Handy, U.S. Air Force, commander of the United States Transportation Command; and Vice Adm. David Brewer, U.S. Navy, commander of the U.S. Military Sealift Command (MSC), have been equally vigorous in describing the U.S. Merchant Marine's importance and reliability.

SIU members today continue earning such trust and accolades by answering the call to duty any time, anywhere. For instance, during the all-out combat phase of OIF, more than 2,000 Seafarers sailed in support of our troops. Some came under enemy fire while in port in Kuwait.

Together, they executed what has been described by top government and military leaders as the most efficient sealift operation in history. And they did so after willingly taking inoculations for anthrax and smallpox, as required by the Department of Defense.

The efficiency of the sealift operation is notable in part because 95 percent of the war fighter's gear moves by sea, and U.S.-flag ships are at the core of the effort.

COUNTER-CLOCKWISE FROM IMMEDIATE LEFT: SIU members serving aboard the *USNS Yano* last month include AB Gerry Costello, QMED Taylor Clear, Bosun Michael Proveaux, Recertified Steward Florencia Farquhar, Chief Cook John Cater and Storekeeper Joe Tegiacchi.

## Seafarers International Union Directory

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermet Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JOLIET

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

### MOBILE

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

### NEW ORLEANS

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

### NEW YORK

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

Government Services Division: (718) 832-8767

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

### SANTURCE

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

### ST. LOUIS

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

JUNE 16 — JULY 11, 2005

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	6	1	0	2	1	0	3	9	3	0
Houston	8	0	0	10	0	1	3	38	3	9
Jacksonville	2	2	5	5	4	5	1	9	7	4
New Orleans	5	0	0	4	0	0	1	14	7	19
New York	9	2	2	12	1	1	4	29	12	2
Norfolk	1	1	2	0	1	2	0	4	1	0
Tacoma	1	0	2	1	0	2	1	1	0	5
Wilmington	3	1	2	3	0	3	2	11	7	0
<b>Totals</b>	<b>35</b>	<b>37</b>	<b>13</b>	<b>37</b>	<b>7</b>	<b>14</b>	<b>15</b>	<b>115</b>	<b>40</b>	<b>39</b>
<b>ENGINE DEPARTMENT</b>										
Boston	8	0	0	2	0	0	0	12	0	0
Houston	2	1	0	3	0	0	1	13	4	5
Jacksonville	0	3	4	1	2	5	1	5	9	5
New Orleans	0	0	1	1	0	1	0	8	1	9
New York	6	3	4	2	2	4	1	15	8	0
Norfolk	1	1	0	0	0	0	0	2	1	1
Tacoma	0	0	0	0	0	0	0	2	0	1
Wilmington	3	0	1	2	0	1	1	3	1	0
<b>Totals</b>	<b>20</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>60</b>	<b>24</b>	<b>21</b>
<b>STEWARD DEPARTMENT</b>										
Boston	3	4	0	2	3	0	1	7	1	0
Houston	3	2	1	2	0	1	0	10	9	59
Jacksonville	3	2	1	2	2	1	0	10	3	0
New Orleans	4	0	0	0	1	0	0	9	0	11
New York	1	3	0	3	1	0	0	12	15	0
Norfolk	0	0	0	2	0	0	0	1	0	1
Tacoma	0	0	0	0	0	0	0	1	0	2
Wilmington	3	0	0	1	0	1	0	5	2	1
<b>Totals</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>55</b>	<b>30</b>	<b>20</b>
<b>ENTRY DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Totals All Departments</b>	<b>72</b>	<b>26</b>	<b>25</b>	<b>60</b>	<b>18</b>	<b>28</b>	<b>20</b>	<b>230</b>	<b>94</b>	<b>80</b>

## PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by former SIU member **Harold Reinstein**, 78, of Dingmans Ferry, Penn.

It was taken in Port Elizabeth, South Africa circa 1953. Harold "the Duke" Reinstein is on the far left. "The other three are Lenny, Dudley and Harry," he wrote in a note accompanying the picture. "We were aboard one of the Robin ships, probably the *Lockley*. I've been on about four Robin ships and enjoyed sailing to South Africa."

Reinstein, who joined the SIU in New York in 1951 and worked in the engine department, had previously sailed with the U.S. Navy and then aboard the *SS Oliver Wolcott* with the Armed Guard during World War II. He came ashore in 1955.



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

**MELVIN HITE**, 78, joined the Seafarers in 1990 in New York. Brother Hite first worked on the *USNS Chauvenet*. The steward department member attended classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1996 and 1998. Brother Hite most recently shipped aboard U.S. Ship Management's *Quality*. Born in Blackstone, Va., he now resides in Orange, N.J.



**ALEJANDRO MARTINEZ**, 65, hails from Honduras. Brother Martinez became an SIU member in 1976. His first ship was a Hudson Waterways vessel, where he worked in the engine department. Brother Martinez was a frequent upgrader at the Piney Point school. His last trip to sea was aboard the *Overseas Harriette*. Brother Martinez makes his home in Houston.

**ALBERT MOORE**, 64, began his seafaring career in 1960 in New York, initially shipping on the *Arizpa*. Brother Moore, who was born in Hazleton, Pa., was a member of the deck department. He upgraded his skills in 2000 and 2004 at the union-affiliated school in Piney Point, Md. Before retiring, Brother Moore sailed aboard the *Explorer*. He calls Arizona home.

**W. D. RANDLE**, 69, initially donned the SIU colors in 1965 in the port of San Francisco. Brother Randle is a native of Louisiana and sailed as a member of the steward department. His first ship was the *Santa Maria*; his last was the *Horizon Spirit*. Brother Randle is a resident of Hercules, Calif.

**JOHN SAUFFERER**, 64, embarked on his seafaring career in 1961 in New Orleans after serving in the U.S. Navy.



Brother Saufferer was born in Michigan. A member of the deck department, he first sailed on Waterman Steamship's *Madaket*. Brother Saufferer's most recent voyage was aboard the *Horizon Kodiak*. He resides in Crystal Springs, Miss.



**EFRAIN SCOTT**, 71, was born in Texas. Brother Scott joined the union in 1996 in Ft. Lauderdale, Fla. In 2000, he attended classes at the Seafarers-affiliated school in Piney Point, Md. Brother Scott's first ship was Dyn Marine's *Little Hales*. The Texas-born mariner shipped in the steward department. Brother Scott's last voyage

was aboard the *USNS Altair*. He makes his home in Virginia Beach, Va.

**WILLIAM STONE**, 58, joined the SIU in 1969 in Piney Point, Md. Brother Stone attended the Paul Hall Center numerous times throughout his seafaring career to upgrade his skills. A veteran of the U.S. Marine Corps, his first ship was the *Andrew Jackson*. Brother Stone, who was born in Quincy, Mass., now lives in Grants Pass, Ore. He last sailed aboard the *Sea-Land Patriot*.



**JAMES WILLEY**, 65, became a Seafarer in 1969, joining in the port of Philadelphia. Brother Willey was first employed with Virginia Pilot Corporation. He shipped as a member of the steward department in both the inland and deep sea divisions. Brother Willey completed his steward recertification in 2002 at the Piney Point training center. His most recent voyage was on the *Overseas Joyce*. Brother Willey calls Pendleton, Ore. home.

**VASCO WORRELL**, 66, is a native of Barbados. Brother Worrell started his career with the SIU in 1968 in New York. The engine department member initially sailed aboard the *Arizpa*. Prior to retiring, Brother Worrell went to sea on the *Sea-Land Atlantic*. He is a resident of Houston, Texas.



### INLAND



**RICHARD CONNOR**, 57, began sailing with the Seafarers in 1996 in the port of Philadelphia. Boatman Connor shipped in the deck department, primarily aboard vessels operated by Crowley Liner Services. He was born in Pennsylvania, which also is where he continues to live.

**JOSEPH NELSON**, 62, first donned the SIU colors in 1978 in Puerto Rico. Boatman Nelson was born in Wisconsin and worked as a member of the engine department. During his seafaring career, he was employed with Crowley Towing and Transportation. Boatman Nelson resides in San Juan, P.R.

**JOSEPH RAPPOLD**, 66, joined the SIU in 1962 in the port of Norfolk, Va., which also is where he was born. Boatman Rappold

initially sailed with McAllister Towing of Virginia, working in the deck department. Boatman Rappold's last trip to sea was aboard a Northeast Towing vessel. He settled in his native state.



**ROBERT SINCLAIR**, 63, began his seafaring career in 1994 in the port of Norfolk, Va. Born in South Carolina, Boatman Sinclair shipped in the engine department. He sailed primarily aboard McAllister Towing of Virginia vessels. Boatman Sinclair calls Hampton, Va. home.

### GREAT LAKES

**JOHN ATKINSON**, 65, joined the SIU ranks in 1984 in Algonac, Mich. Brother Atkinson first shipped with Great Lakes Associates as a member of the deck department. A native of Canada, Brother Atkinson most recently sailed aboard the *John Boland*. He is a Port Huron, Mich. resident.



**RICHARD ROUSSIN**, 51, began shipping with the union in 1972 in Alpena, Mich.

## 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.



Throughout his seafaring career, Brother Roussin worked aboard vessels operated by American Steamship Company, including the *Ben Calvin* and the *Buffalo*. He upgraded his skills in 2000 at the Paul Hall Center. Born in Detroit, Mich., Brother Roussin now resides in Lorain, Ohio.

**MOHAMED YAHYA**, 66, became a Seafarer in 1989 in the port of Algonac, Mich. Brother Yahya was born in Yemen and worked in the deck department. His first vessel was the *Nicolet*;

his last was the *Sam Laud*, both operated by American Steamship Company. Brother Yahya makes his home in Dearborn, Mich.



### ATLANTIC FISHERMEN

**SALVATORE RANDAZZA JR.**, 63, joined the union in 1980. Boatman Randazza first sailed with the Gloucester Fishermen. He last shipped on the *Debbie Rose*. Boatman Randazza makes his home in Gloucester, Mass.

## ATTENTION ALL SEAFARERS

Check your Z-Card!



YOUR JOB MAY BE AT STAKE

Reprinted from past issues of the Seafarers LOG.

### 1940

The constitution adopted in 1939 provided for the establishment of two separate districts: the Atlantic District and the Gulf District, with two separate headquarters, one in New York and one in New Orleans, and two separate bookkeeping and financial systems. The membership of the two districts, in a 30-day referendum vote, voted overwhelmingly to amalgamate the two districts. The amalgamation resolution which was adopted in August 1940 provides that the headquarters of the Atlantic and Gulf District will be in Washington, D.C. until the next election, and that all of the financial and bookkeeping work shall be done in that office.

### 1950

The modern, 18,000-ton *SS Olympic Games*, first tanker to be switched to American registry since the outbreak of the Korean War, sailed out of Baltimore last week manned by a SIU crew. Prior to the switch the *Olympic Games* had been flying the Honduran flag under charter to the Socony-Vacuum Oil Company of New York and was handled by a Greek crew.

Built at the Bethlehem Steel shipyard in Baltimore in 1948 for the Olympic Oil Lines of Panama, the streamlined tanker is now being operated by the US Petroleum Carriers, an SIU-contracted company.

### 1960

SIU pickets were lifted from the Canadian tug

*Melanie Fair* after one day of picketing August 3, when the tug's captain-owner signed an agreement with the union. The tug entered the capes at Norfolk Aug. 2 to tow the hulk of the tanker *African Queen* across the Atlantic to a shipyard in Antwerp, Belgium. However, while the tug was in Quebec, the captain fired its SIU Canadian District crew, hired a non-union crew in Toronto and flew it to Quebec to man the oceangoing tug.

The SIU Canadian District notified the Norfolk SIU hall of the situation. When the *Melanie Fair* limped into Norfolk—she had engine room woes on the way—she was met with a picket launch. Round-the-clock picketing of the tug in stream prevented Norfolk harbor tugs from towing the *African Queen* to the Canadian tug. As a result, the tug owner signed an agreement shortly after noon August 3 and sailed with the *African Queen* in tow before dark.

### 1970

The *Overseas Alaska*, a 62,000 deadweight-ton tanker, launched at Bethlehem Steel Corporation's Sparrows Point shipyard, is another of the SIU's contracted vessels. Providing more jobs for the union's members, the ship will carry oil from Alaska to ports on both coasts of the continental U.S. It is one of the largest vessels capable of navigating the Panama Canal while fully loaded.... Of interest to SIU members will be the single, fully air-conditioned rooms.

## THIS MONTH IN SIU HISTORY

# Final Departures

## DEEP SEA

### FLORENTINO ARUCAN

Pensioner Florentino Arucan, 94, passed away Oct. 20. Brother Arucan was born in the Philippines. He joined the Marine Cooks & Stewards (MC&S) in the port of San Francisco. Brother Arucan worked the steward department and retired in 1973. He made his home in West Sacramento, Calif.

### FRANCIS CARRUTHERS

Brother Francis Carruthers, 60, died Oct. 10. He began his seafaring career in 1968, initially sailing aboard the *Dagama*. Born in Oregon, Brother Carruthers was a member of the engine department. His last voyage was on a vessel operated by CSX Lines. Brother Carruthers lived in his native state.

### DONNA CLEMONS

Pensioner Donna Clemons, 66, passed away Dec. 18. Sister Clemons began sailing with the Seafarers in 1988 from the port of Honolulu. The steward department member first worked on the *USNS Kane*. Sister Clemons was born in California but called Las Vegas, Nev. home. Her last ship was the *Horizon Challenger*. Sister Clemons started receiving her pension in 2003.

### WILLIAM DEAN



Pensioner William Dean, 46, died Oct. 6. Brother Dean became an SIU member in 1978 in Piney Point, Md. He first shipped aboard the

*Portland*. Brother Dean, who was born in Missouri, sailed in the deck department. He most recently worked aboard a U.S. Ship Management vessel. Brother Dean began collecting his retirement pay in 2004. He resided in Foresthill, Calif.

### TED DENSMORE



Pensioner Ted Densmore, 73, passed away Aug. 18, 2004. Born in Alabama, Brother Densmore joined the SIU in 1957 in New York. His first voyage was on an Alcoa Steamship vessel. Brother Densmore shipped as a member of the deck department. Before retiring in 1996, he worked on the *Westward Venture*. He was a resident of Shalimar, Fla.

### LEON DZIESINSKI



Pensioner Leon Dzieszinski, 65, died Sept. 25. Brother Dzieszinski joined the union in 1960 after serving in the U.S. Navy. His first trip was on the *Mt. Whitney*, where he sailed in the engine department. Brother Dzieszinski was born in Detroit and made his home in Alpena, Mich. He finished his seafaring career aboard the *OMI Charger*. Brother Dzieszinski went on pension in 2004.

### HENRY EDWARDS

Pensioner Henry Edwards, 55, passed away Nov. 5. He started sailing with the SIU in 1973 in New York. Brother Edwards first sailed aboard Hudson Waterways' *Pecos*. The steward department member

was a native of Louisiana. Brother Edwards' last ship was the *Overseas Marilyn*. He lived in New Orleans and began collecting stipends for his retirement in 2003.

### FREDERICK HARRIS



Pensioner Frederick Harris, 70, died Oct. 9. Brother Harris first donned the SIU colors in 1952 in the port of Baltimore, Md. He originally

worked on the *Bethore* as a member of the engine department. Brother Harris, who was born in Maryland, last went to sea aboard the *Gulf Trader*. He resided in Houston and began receiving his pension in 1999.

### THOMAS HILBURN



Pensioner Thomas Hilburn, 77, passed away Aug. 27, 2004. Born in Alabama, Brother Hilburn began shipping with the

Seafarers in 1945 in the port of Mobile. He worked mainly aboard vessels operated by Waterman Steamship Corp., including the *Morning Light* and the *Robert E. Lee*. A U.S. Army veteran, Brother Hilburn worked in the deck department. He started receiving his retirement income in 1986 and called Silverhill, Ala. home.

### FRANCIS KALAI

Pensioner Francis Kalai, 78, died Dec. 27. He became a member of the MC&S in the port of San Francisco. Brother Kalai was born in Hawaii and worked in the steward department. He retired in 1969 and lived in California.

### MANUEL MILLAN



Pensioner Manuel Millan, 68, passed away Feb. 16. Brother Millan started sailing with the SIU in 1995. He shipped primarily aboard the

*Florida*. Brother Millan was born in New York and continued to reside there.

### JOSEPH MISPAGEL

Brother Joseph Mispagel, 48, died Aug. 19, 2004. He joined the SIU ranks in 1977 in Piney Point, Md. Born in Missouri, Brother Mispagel first sailed aboard an Alpine Steamship vessel. The U.S. Navy veteran was a member of the engine department. Brother Mispagel last sailed on the *USNS Regulus*. He made his home in Waukesha, Wis.

### PETER MURTAGH

Brother Peter Murtagh, 38, passed away Aug. 9, 2004. He began his employment with the SIU in 1991 in Piney Point, Md. Brother Murtagh's earliest trip to sea was aboard American Overseas Marine's *Lake*. He sailed as a member of the engine department. Brother Murtagh most recently shipped on the *Sea-Land Pride*. Born in New York, he made his home in Port Richey, Fla.

### HUGH RILEY

Pensioner Hugh Riley, 83, died Dec. 21. Brother Riley became an SIU member in 1957, joining in the port of Wilmington, Calif. He initially sailed aboard the *Louis Emery Jr.*



During his seafaring career, Brother Riley worked in both the steward and deck departments. Prior to retiring in 1989, he shipped on the *Overseas Vivian*. Brother Riley was born in Virginia and settled in San Francisco.

### MICHAEL SCARDINA

Brother Michael Scardina, 57, passed away Nov. 20. Born in Louisiana, he became a Seafarer in 1988 in New Orleans. Brother Scardina first worked with Bay Tankers, sailing as a member of the engine department. Brother Scardina last shipped aboard the *Maersk Texas*. He lived in Tickfaw, La.

### JOSEPH SLATER

Brother Joseph Slater, 45, died Sept. 20. He joined the SIU in 2003 in Piney Point, Md. For the duration of his career, Brother Slater sailed on the *USNS Heezen* in the deck department. The New York-born mariner resided in Kenosha, Wis.

### JOSE TOBIO



Pensioner Jose Tobio, 71, passed away Sept. 25. Brother Tobio started his career with the Seafarers in 1976 in New York. He

shipped in the deck department of both the inland and deep sea divisions. Brother Tobio's first ship was a Crowley Towing and Transportation vessel. His last voyage was aboard the *Motivator*. Brother Tobio started receiving compensation for his retirement in 2002. He called Bayamon, P.R. home.

### JOSEPH TOUART



Pensioner Joseph Touart, 89, died Oct. 12. He joined the ranks of the SIU in San Francisco. Brother Touart was a member of the deck

department. His first voyage was on the *Santa Mercedes*. Before retiring in 1991, Brother Touart shipped aboard the *Horizon Pacific*. Brother Touart was born in Louisiana and worked in the deck department. He made his home in San Francisco.

### ROBERT WILES

Brother Robert Wiles, 59, passed away Nov. 30. He launched his seafaring career in 1986 in the port of Houston. Brother Wiles initially sailed in the inland division aboard a Red Circle Transport vessel. Born in Kansas, he was a member of the deck department. Brother Wiles worked primarily in the deep sea division, his last vessel being the *Cape Flattery*. He lived in Fairhope, Ala.

## INLAND

### DAVID CHELBERG

Boatman David Chelberg, 59, died Sept. 6. He joined the union in 1998. Boatman Chelberg sailed with Crowley Towing and Transportation throughout his seafaring career. He was a resident of Hamilton, Mont.

### GERALD CRAIG

Boatman Gerald Craig, 75, passed away Nov. 20. He commenced his SIU career in 1977 in the port of

Norfolk, Va. A veteran of the U.S. Navy, Boatman Craig shipped in the deck department, sailing in both the deep sea and inland divisions. He was born in Massachusetts and retired from his seafaring career in 1985, last sailing aboard the *Keystone State*. Boatman Craig resided in Portsmouth, Va.

### DONALD EPP



Pensioner Donald Epp, 69, died Aug. 19, 2004. After serving in the U.S. Army, Boatman Epp began sailing with the SIU in 1961 in the port

of Philadelphia. The steward department member was born in Pennsylvania. He last sailed aboard a Taylor Marine Towing vessel. Boatman Epp made his home in Largo, Fla.

### MANNING MOORE



Pensioner Manning Moore, 89, passed away Oct. 18. Boatman Moore began working as a Seafarer in

1957 in the port of Baltimore. He was born in South Carolina. Throughout his SIU career, Boatman Moore sailed aboard Maritrans Operating Company vessels. He lived in Charleston, S.C. and went on pension in 1977.

### RICHARD WHITE

Boatman Richard White, 57, died Sept. 13. He embarked on his career with the SIU in 1969, first shipping on a vessel operated by Southern Carriers Corporation. Boatman White was a member of the steward department and lived in Moon, Va.

### CARL WRIGHT



Pensioner Carl Wright, 77, passed away Sept. 10. Boatman Wright became a Seafarer in 1944 in New York. He sailed in the engine

department of both the inland and deep sea divisions. Born in Texas, Boatman Wright initially went to sea aboard the *Trojan Seaman*. He was last employed by G&H Towing. Boatman Wright retired in 1989 and called Santa Fe, Texas home.

## GREAT LAKES

### RICHARD DEWITTE

Brother Richard Dewitte, 53, died July 13, 2004. He began his career with the union in 1995 in Detroit, Mich. Brother Dewitte worked in the deck department. The Michigan-born mariner's first trip to sea was on the *J.A.W. Iglehart*. Brother Dewitte's last ship was an OLS Transport vessel. He was a resident of Santa Fe, New Mexico.

### HENRY HOWARD

Pensioner Henry Howard, 86, passed away Feb. 25. Brother Howard joined the SIU in 1961 in Detroit, Mich. He first sailed aboard the *Mt. Evans* in the steward department. Born in Virginia, Brother Howard was a U.S. Army veteran. His final ship was Erie Sand Steamship's *Consumers Power*. Brother Howard began receiving his retirement compensation in 1984. He made Odessa, Fla. his home.

### JIMMY LERZO

Pensioner Jimmy Lerzo, 78, died Dec. 16. Brother Lerzo started work-



ing with the Seafarers in 1961 in Dania, Fla. He shipped mainly on vessels operated by Great Lakes Associates. A member of the engine department, Brother Lerzo was born in Kentucky and resided in Madison, W.Va. He started collecting his pension in 1991.

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

### HIRAM CONNOLLY



Pensioner Hiram Connolly, 79, passed away April 14. Brother Connolly joined the NMU in 1947, initially sailing from the

port of Mobile, Ala. The engine department member was born in Alabama. Prior to retiring in 1967, Brother Connolly shipped with Grace Line Company.

### LEO CZERNY



Pensioner Leo Czerny, 83, died April 29. Brother Czerny became an NMU member in 1947, first sailing from Charleston, S.C. He was born in

Poland and began receiving his retirement pay in 1967.

### DENNIS DOLAN



Pensioner Dennis Dolan, 90, passed away May 8. Born in England, Brother Dolan started his seafaring career in 1954 in New York. He first

shipped aboard the *America* as a member of the steward department. Brother Dolan's last voyage was on the *American Lancer*. He retired in 1983.

### JOSEPH MANSUETO



Pensioner Joseph Mansueto, 87, died April 2. Brother Mansueto first donned the NMU colors in 1946. He initially sailed

from the port of Baltimore aboard the *Antelope Hills*. Brother Mansueto was born in Greenwich, Conn. and worked in the engine department. He went on pension in 1982.

### FERNANDO RIVERA



Pensioner Fernando Rivera, 91, passed away April 20. He began his employment with the union in 1941, first shipping on the

*Edmund B. Alexander* from the port of New York. A native of Puerto Rico, Brother Rivera was a member of the engine department. He started collecting his pension in 1966.

# Digest of Shipboard Union Meetings

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

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

## 1ST LT. JACK LUMMUS

(American Overseas Marine), May 26—Chairman **William L. Bratton**, Secretary **Gregory N. Williams**, Educational Director **Juanito Dansalan**, Deck Delegate **Lorenzo Riddick**, Engine Delegate **Kenji Hoffman**, Steward Delegate **Evelyn Tayag**. Chairman led discussion on upcoming MPS3 change of command and informed crew about large amount of painting to take place aboard ship. He reminded everyone to separate plastic items from regular trash. Educational director encouraged mariners to take advantage of upgrading courses available at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Treasurer stated \$491 in ship's fund. Deck delegate thanked engine and steward departments for help and support during trip. Engine delegate expressed gratitude to steward department for great cookout. No beefs or disputed OT reported. Next port: Guam.

**GLOBAL SENTINEL** (Tyco), May 26—Chairman **Joseph J. Olson**, Secretary **Shawn R. Fujiwara**, Deck Delegate **David L. Parks**, Steward Delegate **Robert J. Haggerty**. Chairman reported ship to depart Portland, Ore. May 31. Treasurer stated \$4,000 in ship's fund. Crew would like to purchase exercise equipment for gym. No beefs or disputed OT reported. Members were asked to remove all trash before ship leaves dock. Seafarers requested job description of GVA and possibility of internet access. Clarification requested on ship's budget.

**HORIZON CONSUMER** (Horizon Lines), May 22—

## New Mooring Line



Aboard the *USNS Pomeroy* are Bosun Adrian Jones (left) and AB Rosita Livermon. Between them is an example of Livermon's marlinspike seamanship: chafing gear on one of the vessel's mooring lines.

Chairman **Gerry A. Gianan**, Secretary **Terry L. Allen**, Educational Director **Kevin L. Cooper**, Steward Delegate **Thomas E. Kleine**. Bosun announced payoff May 24 prior to arrival in Oakland, Calif. He informed crew that vessel would be docking a little late and advised them to check sailing board for departure time. He thanked deck department for good job and safe trip. Secretary reminded crew members to take picture IDs with them when leaving vessel in order to return to terminal. Educational director urged all mariners to read *Seafarers LOG* to stay current on issues that affect maritime industry. He also recommended they enhance their skills at school in Piney Point and keep documents current. No beefs or disputed OT reported. Written clarification requested regarding rest period aboard ship. Next ports: Oakland and Los Angeles, Calif.; Honolulu.

**HORIZON PACIFIC** (Horizon Lines), May 27—Chairman **Theodore E. Doi**, Secretary **Robert P. Mosley**, Educational Director **Keith L. Jordan Sr.**, Engine Delegate **Azeem A. Modak**, Steward Delegate **Nasser H. Ahmed**. Chairman announced Coast Guard drill in Oakland, Calif. He explained benefits of contributing to SPAD. He also asked crew members to check in with customs and immigration while in port. Secretary encouraged mariners to take advantage of courses offered at Piney Point and requested they help keep ship clean. Educational director led discussion on recent health plan changes and reminded crew not to forget to keep documents up to date. Treasurer reported \$220 in ship's fund and \$209 in cookout fund. No beefs or disputed OT reported. Bosun read President's report from May *Seafarers LOG*; crew gave vote of thanks to President Sacco and his staff for all they do for the union. Everyone thanked unlicensed apprentices **Adrian Taylor** and **David Anderson** for great job during this trip and would like them to get more hands-on training. Everyone was asked to keep noise down while watchstander is resting. Requests made for water cooler and filter installed in crew lounge. Captain thanked all departments for good job on sanitary inspection. Next ports: Tacoma, Wash.; Oakland; Hawaii; Guam.

**HORIZON SPIRIT** (Horizon Lines), May 25—Chairman **Ralph W. Gibbs**, Secretary **Edgardo G. Ombac**, Educational Director **Roger M. Wasserman**, Engine Delegate **Thomas V. Hastings**. Chairman announced May 28 payoff in Tacoma, Wash. He thanked everyone for following safety procedures and reminded them to be on board one hour before sailing time. Educational director encouraged mariners to upgrade their skills at the Paul Hall Center

which, in turn, could result in a better paying jobs. He also reminded them to check document expiration dates and return movies when finished watching them. Treasurer stated \$245 in movie fund. No beefs or disputed OT reported. Suggestions made regarding medical benefits for mariners living out of country. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

**HORIZON TRADER** (Horizon Lines), May 8—Chairman **Larry E. Watson**, Secretary **Kevin M. Dougherty**, Educational Director **Joseph J. Egan**, Deck Delegate **Robert G. Crooks**, Engine Delegate **Mohamed M. Abdulla**, Steward Delegate **Saeed B. Saeed**. Bosun thanked crew for fixing up ship after dry dock period and stated emergency shipping rules were still in effect. He informed crew that reliefs might be harder to get and reminded them they need to stay aboard until properly relieved. Educational director advised Seafarers to save pay vouchers to send when applying for vacation checks. He urged crew to use extra caution while working, as time changes can cause fatigue. He also stated z-cards and passports take a while to process, so plan ahead. Treasurer stated \$230 in crew fund. Beef reported in deck department. No disputed OT reported. Members requested company have technician come aboard to fix TV and radio antennas as well as check wires connecting to cabins. Crew reported TV and radio reception has been poor for more than a year, but since there is not a radio operator aboard, it has not been fixed. They also inquired about the possibility of getting satellite TV and radio, since the price has gone down so much. Vote of thanks was given to steward department for great job on barbecue; it was thoroughly enjoyed. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu; Guam.

**JEAN ANNE** (Interocean Uglund Management), May 15—Chairman **Dan Davenport**, Secretary **Sam Sinclair**, Educational Director **Tony Steferi**, Deck Delegate **Bill Cooley**, Engine Delegate **Joseph W. Thomas**, Steward Delegate **Ingra L. Maddox**. Chairman reminded crew members of need to report to the union hall to register. He expressed gratitude to crew for job well done in shipyard and for smooth maiden voyage to Hawaii. Steward delegate gave special thanks to Chief Cook Maddox, stating she is a joy to work with. Next port: San Diego, Calif.

**USNS RICHARD G. MATTHIESEN** (Ocean Ships), May 10—Chairman **Dana Naze**, Secretary **Gerald Watkins**, Educational Director **Kelly L. Mayo**, Deck Delegate **Kyle W. Bailey**, Engine Delegate **Jose J. Irigoyen**, Steward Delegate **Thomas K. Gingerich**. Chairman announced payoff May 20 upon arrival in San Francisco and stated there would be room sanitary inspections before docking. Bosun thanked crew for all the work done during the fifty-day trip. Educational director advised mariners to enhance seafaring abilities at Paul Hall Center and make sure all documents are up to date. No beefs or disputed OT reported. Recommendations made regarding improving vacation and medical benefits. Bosun asked everyone to keep noise to a minimum in passageways due to dif-

ferent sleeping hours for watchstanders and day workers. No sleeveless shirts or open-toed shoes allowed in mess hall during meal hours. Thanks given to steward department for excellent meals. Next ports: San Francisco, Long Beach and San Diego, Calif.

**BLUE RIDGE** (Intrepid), June 1—Chairman **Eugene Kyzar**, Secretary **Eugene W. Von Flotow**, Educational Director **Kenneth Baker**, Deck Delegate **Ronel D. Guerzon**, Engine Delegate **Romel Reyes**, Steward Delegate **Ambrose Gabriel Jr.** Chairman reported medical benefit changes go into effect July 1. Educational director advised members to continue their education at the Seafarers-affiliated school and never stop learning. Captain to

and stated steward department was doing a great job with meal preparation. He requested clarification on number of days needed for time off. Educational director reminded crew to be careful during cargo operations. "Be informed, be safe." Treasurer reported \$500 in ship's fund, which will be used to purchase new DVD player for crew lounge. No beefs or disputed OT reported. Seafarers discussed pension plan and possible improvements in future agreements. Next ports: Los Angeles and Oakland, Calif.; Yokohama and Kobe, Japan.

**HORIZON ENTERPRISE** (Horizon Lines), June 5—Chairman **Roger J. Reinke**, Secretary **Francesca D. Rose**, Educational Director **Dencio A. Cayan**, Deck Delegate **Ben A. Octaviano**,

## Burns Harbor Is Reading for Boarding



Second Cook Jeff VanSlambrouck is ready to board the *Burns Harbor* for the first time. The SIU welcomed new shipboard jobs in June when SIU-contracted American Steamship Company added the *Burns Harbor*, a 1,000-foot self-unloading vessel, to its fleet.

purchase laptop computer and wireless connection so crew can have access to e-mail. No beefs or disputed OT reported. Crew members requested copies of new contract.

**CAPE JACOB** (American Overseas Marine), June 7—Chairman **Robert W. Johnson**, Secretary **Jane Altieri**, Educational Director **Richard A. Sargent**, Deck Delegate **Terrence X. Carmody**, Engine Delegate **Jesse H. Dunning**, Steward Delegate **Mohammed Munassar**. Chairman led discussion regarding future cargo operations and safety standards. Day gangway watch to wash down one house deck per watch to remove stack soot and maintain safety and cleanliness. Secretary stated slop chest policy has changed; purchases now on charge basis. Educational director advised crew to take full advantage of upgrading and vacation opportunities at Piney Point facility. Treasurer stated \$373 in ship's fund. He reminded members they can purchase books and/or movies for ship and get reimbursed. No beefs or disputed OT reported. Due to use of word "vacation" in applications for unemployment benefits, some difficulties have arisen. For this reason, crew members would like letter sent out explaining background of vacation pay for use when applying for aforementioned benefits. Vote of thanks to steward department and Chief Steward Altieri for good food variety and fresh produce. Next port: Sasebo, Japan.

**CHARGER** (Maersk Line Limited), June 5—Chairman **Joel G. Miller**, Secretary **Raymond S. Garcia**, Educational Director **Howard H. Hendra**. Chairman reported an all-around smooth trip

Engine Delegate **Cecilio A. Banga**, Steward Delegate **Alejo A. Fabia**. Chairman announced arrival at Tacoma dock and suggested that crew members check expiration dates of seafaring documents. He noted that some renewals take at least several weeks to process, so allow plenty of time. Secretary informed crew of sanitary room inspection June 8 and discussed medical benefit information received from Tacoma hall. Educational director urged Seafarers to upgrade skills at union-affiliated school in Piney Point. No beefs or disputed OT reported. Repairs needed for galley drain either by deck or engine department. Thanks given to all departments for working efficiently during trip.

**OVERSEAS WASHINGTON** (Alaska Tanker), June 9—Chairman **Timothy D. Koebel**, Secretary **Sean O'Malley**, Educational Director **Clyde Smith**, Deck Delegate **Jamie D. Callejas**, Engine Delegate **Romeo B. Ferrer**, Steward Delegate **Randy Proctor**. Chairman discussed shipboard smoking policy and SIU dress code guidelines that need to be followed in mess hall and on deck. He spoke of room cleanliness certification sheets that are required at sign off. No beefs or disputed OT reported. Crew members expressed concerns over recent health benefit changes. They hope next contract negotiations provide strong wage increase to offset some of the added medical expenses. Suggestion made to reinstitute penalty meal hours in next agreement. Crew recognized steward department for excellent cuisine. Next ports: Valdez, Alaska; Cherry Point, Wash.; Martinez, Calif.

## Honoring WWII Mariners



A memorial on the banks of the Delaware River for the U.S. Merchant Marine Veterans and U.S. Navy Armed Guard Veterans who served on the merchant ships and manned the guns during World War II was dedicated on June 11 near the battleship *New Jersey*, in the historic area of the Camden, N.J. waterfront. The memorial is pictured at left, courtesy of retired mariner Charles Mardigian, who spearheaded the three-year project. The large bronze propeller (from an old U.S. Navy ship) weighs about 11 tons and serves as the focal point. Landscaping, six flag poles, eight benches for seating and a brick promenade also are in place. An anchor chain is expected to be installed along the flag poles.

## DO BUY Dress Well - Dress Union

HERE ARE SOME HOT SOURCES FOR STYLISH UNION MADE FASHIONS FOR THE WHOLE FAMILY. SEVERAL OF THESE SUPPLIERS MAY ALSO STOCK AND SELL NON-UNION PRODUCTS. MAKE SURE YOU SPECIFY UNION-MADE.

**Union Jean & Apparel**—featuring Unionline casual wear, men's and ladies denims, fleece, Henley t-shirts and jerseys, polo and golf shirts, and Oxford style dress shirts. Buy online: [www.union-jeancompany.com](http://www.union-jeancompany.com), or call: 877-692-8009.

**Justice Clothing**—Featuring B&C Fashions, Forsyth, Snap 'N' Wear and King Louie. Online: [www.justiceclothing.com](http://www.justiceclothing.com), or call 888-661-0620.

**No Sweat**—Men's and women's fashion and casual wear, hats and socks and everything in between. Outerwear, tees, kids and petite sizes. Online: [www.nosweatapparel.com](http://www.nosweatapparel.com), (includes a list of retailers in 19 states).

**Union House**—Sells only made-in-USA and union-made products. 100% union shop specializing in customers seeking union products. Features King Louie and Unionline products. Phone 877-462-7710. Street Address: 26796 Felton Ave, Wyoming, MI 55092.

**Cape Shoe Co.**—Oxfords, 6" and 8" boots, Wellington's and Women's boots. Online: [www.capeshoe.com](http://www.capeshoe.com). Phone: 800-242-8335. Street Address: PO Box 99, Cape Girardeau, MO 63702.

**New Era Cap Co.**—Sports caps. Online: [neweracap.com](http://neweracap.com). Phone: 716-685-5015.

**Platinum Sportswear**—T-shirts, sweats, golf shirts, night shirts, tank tops and gym shorts. Online: [www.PlatinumSportswear.net](http://www.PlatinumSportswear.net). Phone: 800-241-9483/ 770-263-9526/ Fax: 770-263-9598. e-mail: [info@platinumsportswear.net](mailto:info@platinumsportswear.net).

**Alden of New England**—Shoes. Online: [www.aldenshoe.com](http://www.aldenshoe.com). Phone 508-947-3926. E-mail: [general@aldenshoe.com](mailto:general@aldenshoe.com). Street Address: 1 Taunton St., Middleborough, MA 02346.

**Weinbrenner USA**—Work and uniform shoes and boots. Online: [www.weinbrennerusa.com](http://www.weinbrennerusa.com). Phone: 800-826-0002.

**Carhartt**—Heavy duty work wear, casual and sports wear, shoes and boots for work or sport. Available at most retail stores. Online: [www.carhartt.com](http://www.carhartt.com). Phone: 800-833-3118.

**B&C Fashions**—Men's and women's clothing. Online: [www.bcfashions.com](http://www.bcfashions.com). Phone: 718-539-3805.

**Brooks Brothers**—Men's, women's and boys' fashions. Online: [www.brooksbrothers.com](http://www.brooksbrothers.com). 100 Phoenix Ave, Enfield, CT.

**Hartmarx**—Men's and women's fashions—formal, business and casual. Online: [www.hartmarx.com](http://www.hartmarx.com). Street Address: 101 No. Wacker Dr., Chicago, IL 60606.

**Alperin Inc.**—Fine trousers for men and boys, casual and uniforms for girls and boys. Phone: 570-457-0500.

**Phillips-Van Heusen Corp.**—Men's and women's fashions. Online: [www.pvh.com](http://www.pvh.com). Phone: 800-524-4458. Street Address: 605 W. Roy Parker Rd, Ozark, AL 36369.

**Protexall**—Uniforms, work and casual clothing. Online: [protexallinc.com](http://protexallinc.com). Phone: 800-334-8939. Street Address: 77 So. Henderson, Galesburg, IL 61401.

**X-treme Design USA**—Hi visibility vests, contract producer of uniforms and outdoor gear. Online: [www.xtremedesignusa.com](http://www.xtremedesignusa.com). Phone: 218-254-5721. Street Address: 316 W. Lake St., Chisom, MN 55719.

**William Fioravanti Inc.**—Custom tailored men's suits by UNITE HERE tailors. Online: [www.williamfioravanti.com](http://www.williamfioravanti.com). Phone: 212-355-1540. e-mail: [raqfior@aol.com](mailto:raqfior@aol.com). Street Address: 45 West 57<sup>th</sup> St., New York, NY 10019.

**Reed Sportswear Manufacturing**—Manufactures and wholesales top quality leather coats, jackets and pants for men and women. Online: [www.reedsportswear.com](http://www.reedsportswear.com). Phone: 313-963-7980. Street Address: 1652 W. Fort St., Detroit, MI 48216.

**Gilberto Designs**—Custom-made men's suits, sport coats, trousers, formal wear and coats. Online: [www.gilbertodesigns.com](http://www.gilbertodesigns.com). Phone: 212-695-4925. E-mail: [gilfam@gilbertodesigns.com](mailto:gilfam@gilbertodesigns.com). Street Address: 142 West 36<sup>th</sup> St., 8<sup>th</sup> Floor, New York, NY 10018.

**Nord-Ray Belt Manufacturing Inc.**—Manufacturer and wholesaler of leather and fabric belts for uniforms. Online: [www.nordraybelt.com](http://www.nordraybelt.com). Phone: 201-646-0700.

**Kings Choice Neckwear Co.**—Ties, cummerbunds, ascots and suspenders. Online: [www.boey.com/kc/](http://www.boey.com/kc/). Phone: 212-279-2170. Street Address: 460 West 34<sup>th</sup> St., New York, NY 10001.

## 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.

## Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to [kclements@seafarers.org](mailto:kclements@seafarers.org)

### HOME ADDRESS FORM

(Please Print)

Name: \_\_\_\_\_

Phone No.: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Social Security No.: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No.: \_\_\_\_\_

Active SIU  Pensioner  Other \_\_\_\_\_

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

This address should remain in the union file unless otherwise changed by me personally. 8/05



# 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	August 22	September 16
	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 22	August 26
	October 24	October 28
GMDSS (Simulator)	August 29	September 9
	October 31	November 11
Lifeboatman/Water Survival	August 8	August 19
	September 19	September 30
	October 29	November 11
Radar	August 8	August 17
	October 10	October 19
Radar Renewal (1 day):	August 29, October 31	

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning July 25, 2005.

## Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	September 19	November 11
Welding	August 22	September 9
	October 24	November 11

## Safety Specialty Courses

Course	Start Date	Date of Completion
Government Vessels	August 8	August 12
	August 22	August 26
	September 26	September 30
	October 31	November 4
	November 14	November 18
Medical Care Provider	August 1	August 5
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	August 1	August 11
	September 26	October 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 17	October 21

## Academic Department Courses

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

## UPGRADING APPLICATION

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

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

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

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

*With this application, COPIES of the following must be sent: One hundred and twenty (120) days 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.*

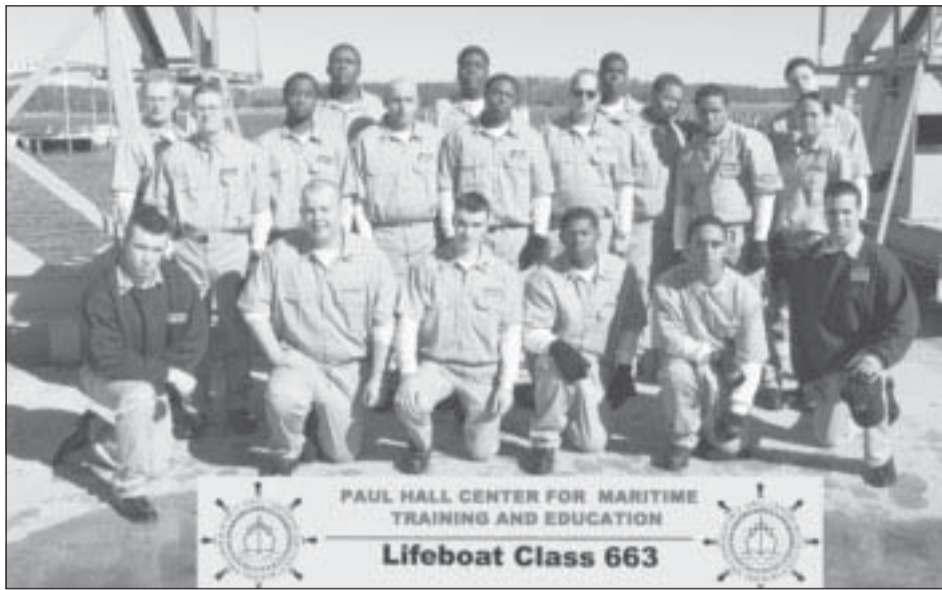
*RETURN COMPLETED APPLICATION TO: Paul Hall Center for Maritime Training and Education, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.*

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8/05



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 663** — Graduating from the water survival class are unlicensed apprentices from class 663 (in no specific order) John Davis, Brad Fester, Horace Robinson IV, Arthur Sanders, Jo-Vanii Sprauve, Jo-Vanio Sprauve, Saleh Mothana, Glenard Chaney Jr., Michael Banks, Gregory Holsey Jr., Franklin Rodgers, Daryl Alvin Jr., Kimberly Kalua, John Burns, George Marshall Jr., Gabe Williamson, James Garvin, De'Aris Henry and Jorge Nuñez.



**AB** — Graduating from the AB course May 13 are (in alphabetical order) Jason Brown, John Crawford, Alfred Drake, Daniel Fields, Tess Flickinger, David Garcia, Lionel Hall, Jor-el Holmberg, Jaime Medina, Jonathan Nielsen, Matthew Nuñez, Armando Olde, Jamar Reed, Coda Russell, Yamil Sanchez, Jorge Soler, Robert Starr, Jerry Stillman, Michael Sykes, Mario Torrey, Russell Wall, Joshua Wilson and Christopher Yohe. Their instructor, Bernabe Pelington, is at far right.



**Bridge Resource Management (BRM)** — The eight Seafarers completing the BRM course May 13 are (in alphabetical order) Gerald Cassie, Christopher Edyvean, James Enah, Miles Janecka, Cliff Lattish, James O'Meara, Lawrence Richardson Jr. and Ovidio Santos.



**Chief Cook** — Working their way up the culinary ladder are graduates of the chief cooks class (from left) Benjamin Ines, Jaime Austria, Thurman Johnson, Edward Aguigui Jr., John Dobson (instructor), Edvaldo Graver and Rocky Dupraw.



**Fast Rescue Boat** — Graduating from this course May 6 under the instruction of Stan Beck are (in no specific order) Gary Ranne, Joao Cordeiro, Jerome Wong, George Price III, Kevin Gatling, Gerry Davis, Keith Gibney, Lawrence Richardson Jr. and Cliff Lattish.



**GMDSS** — Students in the GMDSS course that ended May 6 are (in alphabetical order) Raygene Banks, Christopher Edyvean, Sean Farra, Victor Nuñez, Robert Ott and Steve Randle. Their instructor, Brad Wheeler, stands second from right.



**Specially Trained OS** — Receiving their STOS certificates of completion May 6 from instructor Stacey Harris (standing center in back row) are (in no specific order) William Sanborn, Tracy Hanson, Stephen Cooper, Christopher Demmert, Robert Mobert, Dennis Parsons, Richard Pelkey, Simon McCamy, Michael Moody, Garry Smock, Nicholas Macaraeg and Oliver Fronteras.

## Basic Safety Training Classes



**STCW** — Barbers Point: Suzanne Arechavala, Susan McConnell, Sara Woitte, Robert Horn, Rachele Holmes, Merrideth Edwards, Matt McDowell, Larry Zeno, Larry Joiner, Kjell Wiberg, Karen Winkelmann, Karen Waber, Josephine Simbahan, Jordan Tolley, Joanne Schmeichel, Jermaine Amado, Jason Kehn, Jamie Findlay, Jamal Bomani, Glennada Robinson, Ernesto Gonzaga, Elizabeth Sims, Aubree Bedell, Anthony Andreozzi, Audrey Wolford and Alberto Fredeluces.



**STCW** — Barbers Point: Barry du Moulin, Anthony Rodriguez, Renato Mabalot, Carl Ewing, Sharon Nealey, William Malovich, Oscar Felix, Rosita Gajeton, Aron Kane, Jeff Gunther, Jeff Clark, Chasadie Lorenz, Donna Malic, Isabel Quijada, Clinton Jacob, Delloresa Rosario, Cheryl White, Michael Wycoff, Dawn Burgess, Benjamin Scott, Amanda Zamora, Denise Kanyer and Lorena Flores-Reyes.



**STCW** — NCL, May 6: Jennifer Baker, Beverly Birch, Jason Bresky, Christina Calkins, Jessica Cisneros, Richard Clesen, Katrina Conroe, Tara Corrigan, Miguel Cruz, Emily Cummings, Maary D'Onofrio, Craig Darr, Angela Davis, Nanette Davis, Yolanda Davis, Amanda Delgado, David Dixon, Daphne Domalis, David Dooley, Margaret Estes, Kimberly Fritz and Nathan Fuelling.

# Paul Hall Center Classes

## Basic Safety Training Classes



**STCW** — NCL, May 13: Sherry Ferguson, Christopher Clifford, Mary Constantine, Christine Gilbert, Rory Bishop, Larry Boyce, Deirdre Contreras, Andrew Busen, Joel Calderon, Andrea Burnette, Jeremy Banker, Lindsey Crow, Dustin Donovan, Jeannetta Fisher, Alvis Cook, Thomas De la Fuente, Clark Fran, Abraham Fitch, Brian Daggett, Julie Ferguson, Jackie Caldwell and Todd Ashby.



**STCW** — NCL, May 13: Heather Moore, Casey Nye, Amy Meyers, Vaughn Hayes Jr., Hector Gonzalez, Joe Huggins, John Maddox, William Hurt, Carol Goodwin, Eric Larsen, William Meyers, Samantha Mantz, Alysia Kowalczyk, Daniel Hirsch, DeAnn Herrera, Marcel Hubbard, Taconna Jackson, Luis James, Calvin Howard, Clint Martin, George King and Raul Munoz.



**STCW** — NCL, May 6: David Garello, Agnes-Carolyn Gold, Korey Green, Marc Gustine, Humberto Gutierrez, Christina Hall, Lana Handshoe, Sarah Harnden, Ryan Harris, Vicente Hernandez, Kevin King, Vada King, Michael Landry, Christina Lindeman, Kim Linneman, Ronda Luebs, Eric Luymes, Eric Lydick, David Marks, Sara McFarland, Rachel Gillespie and Roberto Medina.



**STCW** — NCL, April 29: Jeffrey Kalm, David Kuchera Jr., Metissa Kuykendall, Justin LeBlanc, Nina Long, Bryan Lopez, Paul Lubash, Joseph Maghe, Abbey Manders, John Martinez, Cherie May, Aaron McBride, Courtney McEachron, William Meng, Charla Miller, Justin Molliconi, Jason Moore, Maria Morales, Steven Newman and Thinh Nguyen.



**STCW** — NCL, April 29: Carmelida Davis, Jarrod Davis, Shellea Davis, Marc Davison, Dustin DeVillers, Susan Dickson, Rolando Dinong, Christopher Doncsecz, Catherine Doucette, Fith Fithian, Natasha Freeman, Jessica Garcia, George Gholston, Robert Gillespie, Martha Gonzales, Ian Gray, Darlene Grootonk, Casey Hines, Kenneth Jackey, Dwayne Johnson, Eric Johnston, Michael Julien, David Graham and Andrea Jordan.



**STCW** — NCL, May 13: Jessica Miller, Angie Sandoval, Richard Nixdorf Jr., Blaze Mustachia, Alejandro Rincon, Frederick Twerdoff, Heidi Maxon, Renee Salas, Melissa Martin, Taylor Scoby, LaSheana McCrary, Britney McCue, Cynthia Simmons, Bret Robinson, Shamus Tripp, Timothy Sneed, Mike Masich, Abelardo Santos Jr., Ray Robinson Jr., Rickey Walker, Acesa Roberts, Joanne Lattenhaver and Janeen Rigattieri.

**STCW** — NCL, May 13: Terrance Lackings, Joy Farley, Donald Daniel, Vincent Kyser, Chani Gabe, Beverly Ellis, Michael Kaaihili, Gael Duckworth, Jeremy Ebbs, Joshua Dawson, Elden Harris, Jennifer Hill, Lindsay Jones, Prisila Cruz, Amy Elliott, Mitchell Freeman, Brandi Freilach, David Garza, Michael Laundry, Ashley Gorham, Cody Keene and Star Dinwiddie.



**STCW** — NCL, April 29: William Sharp, Rusty Shuff, Aimee Smith, Dennis Smith, Roberta Smith, Sara Sobery, Shane Soderlund, Kathleen Soliai, Lauren Steele, Alfonza Swift, Jessica Teahon, Margaret Tell, Vanessa Voigt, Amber Ward, Chad Warmenhoven, Daniel White, Shaundrell Whitehurst, Joshua Whiteneck, Alexander Williams and Shawn Wilson.



**STCW** — NCL, May 6: Enrique Navarrete, Jeremy Rush, Michael Ryan, Nikolas Sanchez, Sarah Saunders, Vincent Scarna, Mark Shatrau, Kimberlee Sitton, Eric Smith, Emily Stengel, Ethelene Stubbs, Martin Toledo Jr., Melanie Walker, Rebecca Warren, Christel Watson, Stanley Wiegand, Dawn Wilcox, Shelsea Williams, Cozell Wilson, Sheree Wormley and Fernando Zanetta.



**STCW** — NCL, May 6: Maxwell Miscles, Aron Montross, Noah Murphy, Jeremy O'Keefe, Todd Oberendorfer, Gregory Parker, Max Pattyranie, Robert Paulson, Sumeet Pawar, Michael Perry, Roberto Portacio, Christian Ramirez, Colin Richmond, Christell Robb, Elbert Rows, Debra Roy and Kim Ruffo.

**Attention Seafarers:  
Remember SPAD  
for Job Security**

# Strong Start for Pride of America

## Training Program at Piney Point Helps Spur Positive Beginning



The SIU-crewed *Pride of America* signifies new job opportunities for Seafarers.



U.S. Secretary of Labor Elaine Chao, pictured at the June 17 ceremony with SIU VP Contracts Augie Tellez, served as the ship's god-mother.



Recertified Bosun Dan Marcus (left), AB Michael Wiley



Catherine Clark helps ready the ship for its departure from New York.

The SIU-crewed cruise ship *Pride of America* followed its June 17 christening with a smooth, well-received promotional tour that included stops along the U.S. mainland. The vessel this month is scheduled to begin its main itinerary, consisting of seven-day trips among the Hawaiian Islands.

Both the ship and crew have received favorable reviews in the press, particularly in publications and web sites devoted to the cruise industry. Many such reviews have noted the readily apparent benefits of the three-week training program completed by students at the Paul Hall Center in Piney Point, Md. before they reported to the *Pride of America*.

Additionally, the newest vessel in NCL America's fleet gained widespread publicity when, following the christening, the popular television talk show "Live with Regis and Kelly" aired a week's worth of programs from the ship. The show reportedly draws about 5 million viewers per day.

During the christening, which took place in New York, SIU President Michael Sacco noted, "NCL America is a huge success story. Working in partnership with the shipboard employees and their unions, NCL America has led the rebirth of the deep sea U.S.-flag cruise ship industry.... I'm proud that we are crewing the *Pride of America* with the best-trained and safest professionals in the world."

AB Michael Wiley said that he and the other mariners welcomed the challenge of crewing up the new vessel and helping ensure its good start.

"Everyone really has gotten into the spirit of things," Wiley observed. "It's a lot of work, but the attitudes have been great. You can tell everyone wants to see it succeed."

The *Pride of America* is 921 feet long, with 15 decks and a passenger capacity of more than 2,100. It is the second ship in NCL America's SIU-contracted fleet. The first, the *Pride of Aloha*, began sailing a year ago, while the next ship—the *Pride of Hawaii*—is scheduled for launch in 2006.



Right: 1<sup>st</sup> Mate (and former SIU member) Mingta Yuen



1<sup>st</sup> Cook Daniel Adams



Cook Deann Herrera



Left: The christening ceremony featured U.S.-themed entertainment.



OS Archie Sims



Crew members had plenty of assignments in helping prepare the *Pride of America* for its initial voyages.



Cook Eric Smith



Left: Cook Hector Gonzalez

