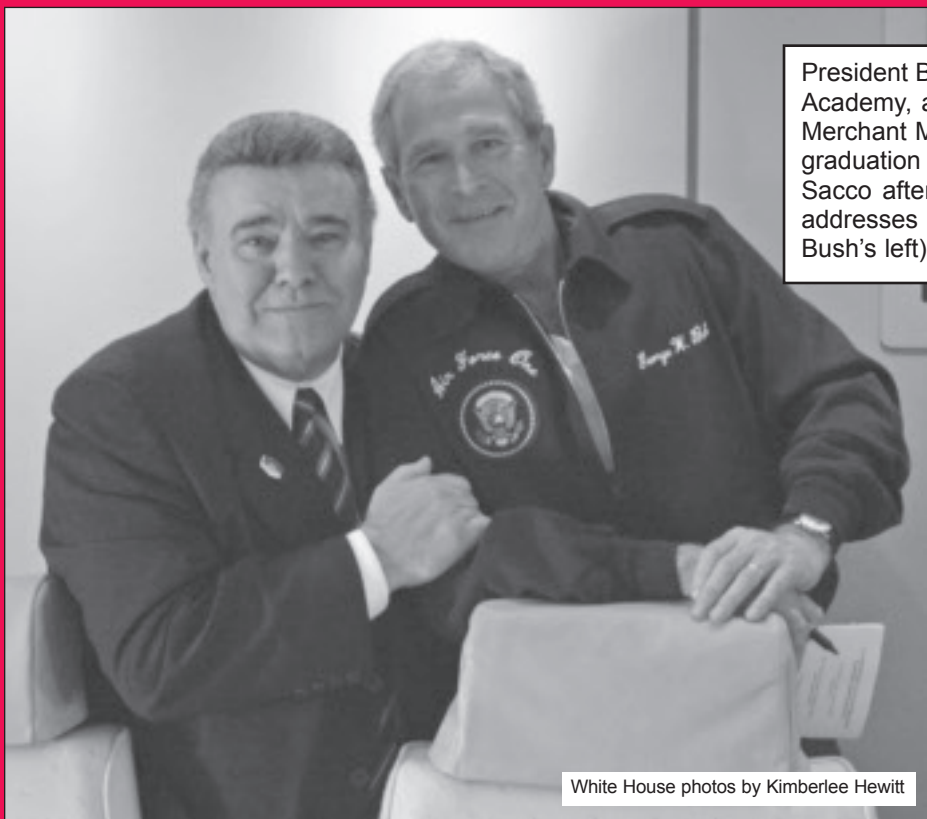


The Seafarers Log

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

President Praises Mariners

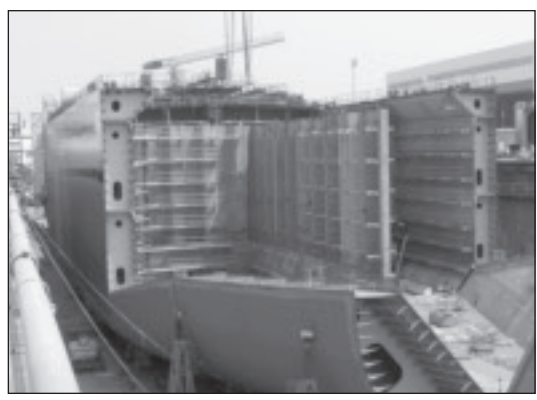


White House photos by Kimberlee Hewitt

President Bush on June 19 delivered the commencement address at the U.S. Merchant Marine Academy, and he offered strong words of support not only for the graduates but for the U.S. Merchant Marine as a whole. In photo at left, en route to Washington, D.C. after attending the graduation ceremony in Kings Point, N.Y., President Bush poses with SIU President Michael Sacco after their meeting in the president's office on Air Force One. Below, President Bush addresses the audience at the academy (the SIU president is seated sixth from President Bush's left). In his column on page 2, President Sacco reflects on the experience.



Philly Tankers Reach Construction Milestones



Union-contracted Aker Philadelphia Shipyard recently announced two milestones in its "Veteran Class" tanker construction program. The keel was laid for the second vessel in the U.S.-flag series (far left photo)—a ship scheduled for completion in 2007. A week earlier, the shipyard started production on the third of the 10 double-hulled tankers. Construction also continues on the first ship in the series, pictured at immediate left. Page 3.

New Cruise Ship Arrives in Hawaii

Christened May 20 in Los Angeles, the SIU-crewed *Pride of Hawaii* is the newest addition to NCL America's fleet. The ship arrived in Kauai's Nawiliwili Harbor early May 28 to dock in Hawaii for the first time. Before that, the vessel traveled a long route beginning at a shipyard in Germany. We've got lots of photos of that journey on pages 12 and 13.



Moment of Remembrance



On May 29 a number of SIU members participated in Memorial Day observances at sea and ashore. Those events included the National Memorial Day Parade in Washington, D.C. and shipboard ceremonies conducted for the National Moment of Remembrance. At left, crew members and military personnel on the *USNS John McDonnell* do their part for the National Moment of Remembrance. Page 4.

President's Report

Our Commander-in-Chief

Both personally and professionally, June 19 is a day I'll always remember.



Michael Sacco

On that date, I had the great opportunity to travel with President Bush, Secretary of Transportation Norman Mineta and other dignitaries aboard Air Force One as the president flew to the U.S. Merchant Marine Academy to deliver the commencement address.

So many things stand out about that day it's hard to know where to start. But I want every Seafarer to know that President Bush definitely understands and appreciates the absolute necessity of maintaining a strong U.S. Merchant Marine. In particular he knows that America must have a strong U.S.-flag presence in the commercial sector, partly because such action helps guarantee the ongoing presence of a pool of well-trained, loyal, U.S. citizen seafarers.

His appearance at the academy, where he spent several hours, says a lot about the president's view on our industry. As he said during his formal remarks, "America is a great maritime power, and our merchant marine has a vital role to play. In times of peace, the merchant marine helps ensure our economic security by keeping the oceans open to trade. In times of war, the merchant marine is the lifeline of our troops overseas, carrying critical supplies, equipment, and personnel."

It's tough to imagine a stronger endorsement than that one.

Behind the scenes on the airplane, President Bush was equally enthusiastic about our nation's mariners. Simply put, he gets it. He knows we're the nation's fourth arm of defense, and that we remain ready to deliver the goods—anytime, anywhere. That is no small achievement when you think about how generally overlooked our industry sometimes seems. It is recognition and an approval at the highest level, and it obviously must not be taken for granted.

As mentioned, other strong supporters of the U.S. Merchant Marine also made the trip from Washington to Kings Point and back. They included Secretary Mineta, as articulate a spokesman as our industry has ever had, and recently retired White House Chief of Staff Andrew Card, a huge figure in advancing both the original and the expanded U.S. Maritime Security Program.

For our industry, the entire day was a home run.

I also want to share with the membership how warm and welcoming President Bush was throughout the entire experience, both aboard Air Force One and at the school. He could not have been any more generous with his time or any more willing to listen when we had a chance to discuss the U.S. Merchant Marine. His friendliness toward me felt genuine, and I believe 100 percent that it also reflects his appreciation for the sacrifices made by SIU members and other mariners in defense of this great nation.

On a much lighter note, if you're wondering about the perks of the presidency and what it's like to travel with our commander-in-chief, let's just say you never have to wait in line. The security and the overall flow from point to point were very impressive throughout the day, a true credit to all concerned. On the other hand, it's not as easy as it looks to keep your balance when ducking underneath whirling helicopter blades, as I discovered when President Bush moved from Air Force One to Marine One, the presidential helicopter.

Brothers and sisters, on June 19 I couldn't have been happier to answer the question, "How was your day?" It was a real thrill and a real honor, not just for me but for the whole Seafarers International Union.

Unions Adopt Key Resolution

SIU Statement Focuses on Mariners' Rights

The SIU and the Seafarers International Union of Canada last month approved a joint resolution aimed at protecting mariners' rights while respecting the modern-day realities of port security requirements.

During mid-June meetings in Montreal between the SIU's Atlantic, Gulf, Lakes and Inland Waters District/NMU and the SIU of Canada—affiliated through the Seafarers International Union of North America—officials from both unions carefully put together a statement that will serve as a guidepost for the SIU in the months and years ahead, particularly with respect to impending new requirements for mariner credentials.

Among other points, the SIU asserts that the United States and Canada should recognize and accept the two countries' respective mariner identifications. This is an important and fair step in light of the elimination of crewlist visas, which have been utilized for many years to facilitate shore leave for merchant mariners.

Passed on June 16, the joint resolution notes that tighter security requirements inevitably have evolved since September 11, 2001. "The Seafarers International Union and its members, by the very nature of the work we do, have been at the forefront of these efforts to resist and to prevent acts of terrorism from spreading through international and domestic trade routes," the unions declared. "However, mariners have also been among the most profoundly affected by the international focus on frontier and border security. For these reasons, the Seafarers International Union has determined that it is



Among the meeting participants last month in Montreal were (from left) SIU General Counsel Leslie Tarantola, VPs Kermet Mangram and Charlie Stewart, Executive VP Augie Tellez, Secretary-Treasurer David Heindel, VP René Lioeanjie, President Michael Sacco, SIU of Canada President Roman Gralewicz and Executive VP Michel Desjardins, UIW National Director John Spadaro, and SIU VPs Joseph Soresi and Dean Corgey.

essential in the best interest of its members and mariners worldwide and in order to further the battle against international terrorism to adopt the present resolution."

The resolution notes that the International Maritime Organization (IMO), through recent amendments to the Safety of Life at Sea (SOLAS) Convention, "has reviewed measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of the ships by issuing revised measures specifically designed to enhance maritime security."

The unions further point out that the implementation of the ISPS Code in July 2004 requires ships and ports to apply a series of specific measures to ensure the security of vessels and port facilities and to provide a standardized, consistent framework for evaluating security risks. This standardized framework is designed to permit governments to respond to

perceived threat levels and vulnerability for ships and port facilities through determination of appropriate security levels and corresponding security measures.

Providing additional important background, the resolution notes "that in addition to the revision of the ISPS Code, various governments expressed an urgent need to revise ILO Convention C108, Seafarers Identification Documents (SID), first adopted in 1958 and ratified by 64 countries. As a result of this expressed need, in its Conference held in London in December 2002, the IMO adopted a series of amendments to update and reinforce the security value of the SID; that the revised SID will clearly demonstrate that the holder is a genuine Seafarer and ensure that a Seafarer's identity can be verified positively and that adoption of the revised SID would, if widely adopted by Contracting Governments, permit

Continued on page 7

New Oakland Hall Opening Soon

As previously reported, the SIU plans to relocate its San Francisco-area operations to a new union hall in nearby Oakland, Calif. this month. At press time, the tentative date for the new hall's opening was Monday, July 26.

The new building is located at 1121 7th Street. The phone number is (510) 444-2360 (a different area code and number than at the old San Francisco hall).

By mid-June the new building had been undergoing modifications to prepare for the opening and to suit the membership's needs. The new hall is two stories, not including a basement, and is approximately 17,000 square feet. It offers more than 30 parking spaces next to the building, with additional parking available nearby.

The Oakland hall is 9 miles from the union's current San Francisco hall, which is located at 350 Fremont Street.



The "Seafarers" letters are being moved from the San Francisco hall (top photo) to the new facility in Oakland (below, left and right).



Volume 68, Number 7

July 2006

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Communications Director, *Jordan Biscardo*; Managing Editor/Production, *Deborah A. Hirtes*; Associate Editor, *Jim Guthrie*; Art, *Bill Brower*; Administrative Support, *Misty Dobry*.

Copyright © 2006 Seafarers International Union, AGLIWD All Rights Reserved.



Std. Freightship/Tanker Contracts Due for Vote

In an effort to protect and ensure the continued job security of the SIU membership, the contracts department has negotiated tentative new standard freightship and tanker agreements that will be effective from June 16, 2006 through June 15, 2011, pending ratification. The contracts will be voted on at SIU halls and aboard ship beginning this month (July).

In negotiating the new five-year pacts, the union carefully reviewed recommendations made by Seafarers in minutes of shipboard union meetings, in minutes of monthly mem-

bership meetings at the various halls, in communications to the contracts department and in sessions with Seafarers attending upgrading classes at the Paul Hall Center for Maritime Training and Education.

Not surprisingly, health care costs dominated the negotiations—and offsetting those costs was a huge challenge, according to SIU Vice President Contracts George Tricker. (See related story, page 5.) Nevertheless, the standard agreements maintain medical benefits at the top level offered by the Seafarers Health and Benefits Plan

(known as the Core Plus level).

Also, despite the looming specter of insurance costs, the SIU negotiating team secured wage increases in each of the contracts' five years.

More details of the new agreements and the ratification votes will be published in an upcoming issue of the *LOG*.

Also, a number of other SIU contracts—many of which in part are patterned after the standard agreements—were expected to be finalized late last month or in early July.

Bulletin

Secretary Mineta Submits Resignation

As this edition of the *Seafarers LOG* was going to press, U.S. Secretary of Transportation Norman Mineta, an outstanding supporter of the U.S. Merchant Marine, submitted his resignation to President Bush, effective July 7.

The entire text of the letter is available through a link at www.seafarers.org and also may be accessed via the Transportation Department web site (www.dot.gov).

SIU President Michael Sacco described Mineta as “a tremendous ally through his years of public service in both the Congress and the Clinton and Bush Administrations. We will miss his friendship and his leadership.”



Secretary Mineta addresses the AFL-CIO Maritime Trades Department Executive Board earlier this year in San Diego.

SIU Studies TWIC, MMC Rules Proposed Regulations Call for New Maritime Credentials

Officials from the SIU and its affiliated training center participated in all four public meetings recently conducted by the Transportation Security Administration (TSA) and the Coast Guard after the government issued proposed regulations for documenting mariners and port personnel.

At press time, the union was preparing formal comments on the seemingly inevitable Merchant Mariner Qualification Credential (MMC) and the Transportation Worker Identification Credential (TWIC). The deadline for comments was July 6, though efforts were under way to secure an extension.

“The union is monitoring and participating in this process with the utmost care and energy,” said SIU Secretary-Treasurer David Heindel. “We will use every resource necessary to make sure that our input is fairly considered by the appropriate agencies. Meanwhile I would ask that the membership remain patient and stay informed as this situation unfolds in the coming months and years.”

Generally, the upshot for Seafarers is expected to be as follows, though this may change once the final regulations are issued by the Department of Homeland Security: The TWIC and the MMC together eventually will replace the merchant mariner document (z-card) and STCW certificate. In other words, whereas today an SIU member may be required to carry a merchant mariner document and an STCW certificate, within a few years those credentials will have been phased out and supplanted by a TWIC (currently envisioned as a card similar in size to a z-card or driver's license) and an MMC (projected to be a larger, paper document).

However, as with the rest of the notice of proposed rulemaking (NPRM) issued on May 22, nothing has been finalized. SIU members are asked to keep in mind that the final regulations likely won't be finished for at least a few months.

Understandably, the proposed details for issuing the new credentials—including time-frames,

content and costs, among numerous other considerations—are under intense discussion throughout the industry. Some of those discussions took place at the public meetings which quickly were arranged after the NPRM was released. The meetings took place from May 31-June 7 in Newark, N.J.; Tampa; St. Louis; and Long Beach, Calif., respectively.

Besides requesting additional time to review the NPRM and asking for additional public meetings, among the most common points and questions raised at last month's sessions included the following:

- The new credentials were mandated in the Maritime Transportation Security Act (MTSA) of 2002.

- As currently written, the new regulations would require that the TWIC program is fully in place 18 months after the final rules have been published. The MMC program would follow and be completely in place no later than 18 months after the TWIC is implemented. However, where the MMC is concerned, a mariner may continue to serve under the authority of his or her license, z-card, certificate of registry and/or STCW certificate until the final renewal or upgrade of that credential, but not later than five years after the effective date of the final rule.

- There is great concern among ship operators regarding a requirement for a TWIC reader on every vessel. Those machines are estimated to cost \$10,000 apiece.

- Mariners and their unions are asking for one credential for shipboard personnel—either a TWIC or an MMC, but not both.

- Mariners and their unions also declared that because the TWIC is a security requirement, the government should pay for it. The NPRM spells out total individual TWIC fees ranging from \$95 for mariners with a z-card issued after Feb. 3, 2003 to \$149 for all other applicants.

- Port workers said that excessive background checks might decimate their manpower pool.

- The recordkeeping requirement for vessels and port facilities is burdensome to execute and per-

haps even more difficult to enforce. Everyone entering a port facility or vessel would have to be logged in and out, and the records would have to be maintained for at least two years.

- Numerous attendees suggested TWIC applicants should not be required to travel to an enrollment center twice (once to apply for the credential and once to pick it up), although the TSA is proposing mobile enrollment centers. (The MMC would be obtainable via mail service, basically because the TSA will share information collected from TWIC

applicants with the Coast Guard. A person would need to possess a TWIC before acquiring an MMC.)

Technically there are three separate NPRMs to bring the TWIC and MMC on board. Each has its own docket for comments, with the same July 6 deadline. The proposed regulations would incorporate the new credentials into the Code of Federal Regulations (46 CFR, Parts 10, 12 and 15, covering, respectively, licensing of maritime personnel, certification of seamen, and manning requirements); authorize and explain the TWIC system; and authorize and explain the MMC program.

As previously reported, the TWIC would be required for mariners and for people needing

unescorted access to secure areas of a regulated port facility or vessel. The document itself is an identification card utilizing various technologies designed to make it secure and tamper-proof. It is expected to contain two electronic chips, fingerprints and a photograph, and would be valid for five years.

The TSA envisions having 125 enrollment centers covering approximately 300 ports. Roughly 750,000 individuals are expected to need a TWIC, although foreign-flag vessels are exempt.

The MMC would appear in certificate form with many fraud protection measures. Its format hasn't been finalized, but the credential is expected to resemble an STCW certificate.

Philly Tanker Updates: Keel Laid for 2nd Ship, Construction Starts on 3rd

Union-contracted Aker Philadelphia Shipyard recently reported two more milestones in its current 10-ship tanker build program.

On May 15, the keel was laid for the second vessel in the U.S.-flag series—a ship scheduled for completion in 2007. A week earlier, the shipyard started production on the third of the 10 double-hulled tankers, cutting steel for the vessel which also is scheduled for completion next year.

The 10 tankers will be owned by American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to SIU-contracted Overseas Shipholding Group (OSG). They are expected to sail in the Jones Act market.

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

The tankers being built in Philadelphia are categorized as “Veteran Class.” Each will be 600 feet long and capable of transporting 330,000 barrels of petroleum products. Each vessel will weigh 46,000 deadweight tons (dwt). The first ship is slated for completion later this year.

Dave Meehan, president and CEO of Aker Philadelphia Shipyard, said, “Keel laying for our second tanker just days after start of production on our third tanker signifies another important step in advancing our yard and the 10-ship build program to new levels of efficiency and sophistication. For the first time in its history, Aker Philadelphia Shipyard now has four ships currently under construction, including three tanker vessels of the exact same design.”

As part of the ceremony, coins were placed under the keel block in a practice which recreates a longstanding tradition whereby shipbuilders hide special coins in the keel section of a ship as a permanent symbol of good fortune and safe travels. Aker American Shipping CFO Jan Ivar Nielsen represented Aker in the ceremony, with Theo Mandopoulos, OSG's site



The keel-laying for the second tanker at Aker Philadelphia Shipyard (above) signaled another milestone for a program in which 10 U.S.-flag tankers will be built.

manager at the yard, participating from the Seafarers-contracted company.

The tanker program was announced in April 2005. At that time the company pointed out that in the U.S. commercial shipbuilding sector, the order for 10 tankers is believed to be the largest of its kind.

Also at that time, OSG President and CEO Morten Arntzen stated, “The 10-ship program is OSG's first giant step to building a world-class U.S.-flag shipping business.”

More recently and as previously reported in the *Seafarers LOG*, OSG Senior Vice President Captain Robert Johnston stated that his company is exploring the possibility of investing in as many as 17 new additional U.S.-flag ships.

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

Formerly known as Kvaerner Philadelphia Shipyard, Aker Philadelphia earlier this year launched the final containership in a four-ship series being built for Seafarers-contracted Matson Navigation Company. The 681-foot long CV 2500 containership will be named the *Maunalei* and upon delivery this year will join three similar vessels in Matson's fleet also constructed at the yard and delivered between 2003 and 2005.

Aker Philadelphia Shipyard is located on the site of the former Philadelphia Naval Shipyard.

Crews Observe National Moment of Remembrance

On May 29, a number of SIU members took part in Memorial Day observances at sea and ashore. Those events included the National Memorial Day Parade in Washington, D.C. and shipboard ceremonies conducted for the National Moment of Remembrance.

Aboard the *Freedom*, while the RO/RO vessel was at sea headed for New York City, Unlicensed Apprentice **Timothy Dougherty** read a tribute he had penned on behalf of the entire crew. In part, he stated, "Today, we honor those heroes (our family members—fathers, brothers,

uncles, sisters) fallen and present who have given us the freedom we take for granted today.... As multi-tasking Americans, we need days like this one to bring us back to reality. Our busy schedules don't give us that time, but we have it today, and this bell ceremony with each ringing can remind us that we can strive to behave like those servicemen and women with virtues that are instilled during intense periods of military training from the very beginning of their service careers."

Freedom Captain Shawn M. Hagerty thanked Dougherty for

sharing his sentiments with the crew.

On the hopper dredge *Wheeler* (SIU Government Services Division) in New Orleans, crew members gathered around the ship's bell. After a moment of remembrance, a statement from the U.S. Maritime Administration was read, along with a reading of names of *Wheeler* mariners who have passed on since commissioning of the dredge in 1982.

Additionally, aboard the hydrographic survey ship *USNS John McDonnell*, crew members met at the ship's bell. They also rang eight bells and observed a moment of silence. "We shared a few words about those we were remembering from all branches of the armed services, the merchant marine, and the civilians who gave their lives throughout the nation's history," noted *McDonnell* Master Bob Mattsen. "We spoke of those who are continuing to make the ultimate sacrifice for our nation."

Writing from the containership *Maersk Maryland*, Richard Hoey, the ship's master, noted that crew members "paid tribute to the heroic men and women who have courageously served our country in times of war with special emphasis on the departed sailors of the United States Merchant Marine. The crew mustered on the bow to pay their admiration to those who have and continue to serve the United States.

"Before the moment of silence, the crew was reminded of the historical sacrifices made by the merchant marine while gaining and maintaining our nation's freedom. At 1500 hours, there was a moment of silence as the ship's bell was rung eight times. Completing the ceremony, the chief cook (**Benjamin A. Brooks**) led the crew in a moving invocation in remembrance to those who came before us, to those in the present, and to those that will serve in the future."



Pictured aboard the *Wheeler* are (from left) Chief Steward Morrell Jones, Chief Engineer Brian Kavanagh, Electrician Clifford Farmer, 3rd Engineer William Kicklighter, 1st Engineer Brian Grover, Bosun Alton Dawkins and Administrative Technician Belinda Cannon.



Crew members and military personnel aboard the *USNS John McDonnell* take part in the National Moment of Remembrance.



Following the observance aboard the *Freedom*, pictured from left to right are 3rd A/E J. Barto, Chief Steward Anthony Brown, Bosun Daniel Bratta, QMED Charles Bennett, AB Joseph Laine, UA Keith Parsons, SA Marcelo Alicea, UA Timothy Dougherty, Cadet B. Gilbert, Captain Shawn Hagerty, 3/M W. Payne, 1st A/E T. Hibl, Chief Cook Charles Davis, Cadet P. Wolfinger, Chief Engineer G. Benson, 2nd A/E E. Stone, and OMU Joseph Yamson.



Crew members aboard the *Maersk Maryland* paid tribute to those who have served America in times of war, including fellow mariners.

Other SIU-crewed vessels also participated in the National Moment of Remembrance.

In the nation's capital, students from the SIU-affiliated Paul Hall Center for Maritime Training and Education helped represent the

U.S. Merchant Marine in the National Memorial Day Parade. The annual event is organized by a coalition of military, veteran and civic groups in association with the White House Commission on Remembrance.

Panel Weighs Maritime Convention



As part of the National Maritime Day events that took place May 22 in venues around Washington, D.C., the North American Maritime Ministry Association (NAMMA) hosted a panel discussion of the newly crafted Maritime Labor Convention under discussion for national ratification. The panel met at the Convention Center of the Washington Navy Yard. The Maritime Labor Convention, adopted in February of this year, was designed to update and consolidate approximately 60 earlier agreements dating back to the 1920s. The Convention applies to all oceangoing ships with few exceptions, and is expected to take three to five years for ratification by maritime nations. Participating were (from left) Rev. Lloyd Burghart, interim executive secretary, NAMMA; Alfred "Fred" Kuffler, partner, Montgomery McCracken Walker & Rhoads LLP; Clay Maitland, managing partner, International Registries, Inc.; Bruce Carlton, associate administrator for policy and international trade, U.S. Maritime Administration; Joe Cox, president and CEO, American Chamber of Shipping; and U.S. Coast Guard Captain Frank Sturm.



Students from the Paul Hall Center for Maritime Training and Education joined other mariners in representing the U.S. Merchant Marine at the National Memorial Day Parade in Washington, D.C.



AFL-CIO Announces Gulf Coast Revitalization Program

Billion Dollar Effort Aims to Create Good Jobs, Housing, Economic Development

AFL-CIO President John Sweeney, flanked by New Orleans Mayor Ray Nagin, Building and Construction Trades Department President Edward Sullivan, International Longshoremen's Association Local 3000 President James O. Campbell, AFL-CIO Housing Investment Trust CEO Steve Coyle and a broad contingency of New Orleans labor, civic, religious, financial, and academic leaders on June 14 announced the AFL-CIO Gulf Coast Revitalization Program, a seven-year, \$1 billion housing and economic development initiative. The program is designed to produce affordable housing, promote homeownership, and create good jobs with good wages in construction and other industries for New Orleans and other coastal communities ravaged by Hurricane Katrina last year.

"Labor is in solidarity with the citizens of New Orleans," stated Sweeney. "We are here to do our part to rebuild and reunite this great city. I am proud to stand with my brothers and sisters to announce this very first significant investment by labor in the rebuilding of this city. We hope business and financial institutions will follow our lead as they did when we stepped forward after 9/11 in New York City."

"Thousands of our people have been scattered by the wrath of Katrina," said Nagin. "We want them back home and we must provide the affordable housing, jobs and community services to make that happen. Labor is stepping forward in a big way to help us make this difficult job an attainable reality."

Adding to the announcement, Sullivan said that his organization is establishing a Gulf Coast Workforce Development Project to meet the anticipated demand for skilled workers. It is anticipated that this project will create new employment and training opportunities in the construction industry for Gulf Coast residents. The project will build a stronger union presence in the New Orleans and Gulf Coast region, while providing job skill training

for residents wishing to return to the area.

Joining Sweeney, Nagin, Sullivan, Campbell and Coyle in announcing the Gulf Coast Revitalization Program were AFL-CIO Secretary-Treasurer Richard Trumka; AFL-CIO Executive Vice President Linda Chavez-Thompson; Greater New Orleans AFL-CIO President Robert "Tiger" Hammond; Southeast Louisiana Building and Construction Trades Council President Donald Denese and Executive Secretary Joseph Bertucci; Louisiana AFL-CIO President Louis Reine; Mike Arnold, secretary-treasurer of the AFL-CIO Investment Trust Corporation; James R. Kelly, CEO of Catholic Charities Archdiocese of New Orleans; Charlotte Bourgeois, chief operating officer of Catholic Charities of New Orleans; Phil Thompson, associate professor of urban politics at Massachusetts Institute of Technology; Reed Kroloff, dean of Tulane School of Architecture; and Rev. Michael P. Jacques of the Society of St. Edmund, pastor of St. Peter Claver Church.

The billion dollar investment plan will be carried out by three labor-backed investment and financial service organizations—the AFL-CIO Housing Investment Trust (HIT), the AFL-CIO Building Investment Trust (BIT) and the AFL-CIO Investment Trust Corporation (ITC). Both the HIT and BIT invest Taft-Hartley and public employee pension funds in housing and economic development projects nationwide to seek competitive returns for their participants. The ITC provides marketing, investor relations and investment development services for the BIT. All construction projects financed by the HIT and BIT are built with 100 percent union labor.

Key components of the AFL-CIO Gulf Coast Revitalization Program include the following:

■ **Multifamily Housing:** \$250 million in direct financing to be provided by the HIT for the production or rehabilitation of housing. This significant finan-



AFL-CIO President John Sweeney

cial investment will seek to build or renovate 5,000 to 10,000 housing units, both in New Orleans and other Gulf Coast communities, and is expected to leverage an additional \$150 million from other public and private sources. Special emphasis will be given to affordable housing, and workforce and special needs housing, as well as worker training programs in the building and construction trades.

■ **Commercial and Economic Development:** \$100 million in direct investment by the BIT for commercial real estate development in New Orleans and other Gulf Coast cities. BIT investments will seek to focus on hotels and other economic development projects that create jobs in construction and services. These investments are expected to

leverage an additional \$150 million. The ITC will also explore the feasibility of alternative housing solutions, such as manufactured and modular housing.

■ **Health Care and Hospital Facilities:** In conjunction with other partners, the HIT will seek to invest \$100 million in health care facilities and hospital construction. These investments will help reduce the significant shortage of health care facilities in the region.

■ **Home Ownership:** \$250 million will be designated through the HIT's successful HIT HOME mortgage program to enable union members and public employees to purchase homes throughout the region. In addition, HIT will work with local community development corporations on innovative home ownership programs for low-income families such as limited equity co-ops and the Section 8 program.

■ **A Long-term Commitment:** Demonstrating its long-term commitment to the region, the ITC has leased office space at 1100 Poydras Street, Suite 2870, in downtown New Orleans. Experienced staff will work with the city and other labor, financial and community organizations throughout the Gulf Coast region to carry out the investment program. Since September 2005, HIT, BIT and ITC staffs have spent thousands of hours in the

region assessing the critical housing needs of local communities and developing ties with local governments and community organizations.

As part of the commitment to the region, the ITC last month joined with Providence Community Partners—a group that includes the Catholic Charities Archdiocese of New Orleans, Christopher Homes, and three community development corporations (Reconcile New Orleans, Tulane/Canal Community Development Corporation and UJAMAA Community Development Corporation)—to submit a proposal to the city of New Orleans for redevelopment of 196 abandoned adjudicated properties in Tremé and Tulane/Gravier that are available for single and multifamily development.

"Labor plays a vital role in the social and economic life of our community" said Hammond, president of the New Orleans AFL-CIO. "What Katrina destroyed, we will help to rebuild. Our neighborhoods have been destroyed, our citizens scattered, but our spirit and resolve are strong. This is a great program for this city, our communities and our workers."

Hammond mentioned that the local AFL-CIO will also play a role in supporting the labor-sponsored training programs for people seeking jobs in the building and construction trades.

Continued Increases in Health Care Costs Affect All Sectors of American Economy

The high cost of health care in this country has received lots of publicity lately. Employers are seeing double-digit premium increases annually, resulting in skyrocketing out-of-pocket expenses for their employees, including increased co-pays for office visits and prescriptions as well as high deductibles for insurance benefits.

American automobile makers are one of the hardest hit segments of the population.

Health care costs for General Motors Corp. (GM) workers and its retirees add \$1,500 to the price of every car. Toyota's health care costs are figured to be half that amount, still a substantial figure.

In recent remarks, the president of the United Automobile Workers union (UAW), Ron Gettelfinger, told his members that they cannot ride out the automobile industry crisis and should be prepared to make tradition-breaking decisions to help rescue the industry.

While U.S. companies have been moving overseas, foreign automakers have been increasing their investments in the United States, and sales of their American-made products have been increasing even faster than those of imports. As foreign-owned final assembly plants opened in the United States, foreign-based parts suppliers also expanded here. This has resulted in a reduction in the union share of the auto industry—from roughly 60 percent of the workforce in the early '80s to about 30 percent today (even less for parts workers like GM's spinoff Delphi Corporation, whose members were to decide by June 23 whether to accept buyouts and other retirement incentives to leave their jobs).

Gettelfinger—long a proponent of national health care coverage—pointed to many reasons for the industry's extensive health care expenditures. Bad management, coupled with Detroit's fading fortunes, helped create a health cost crisis that has become "unsustainable" in the face of the auto companies' declining sales. This, he said, was one reason why the UAW agreed to substantial health care concessions last year.

Jobs in the UAW, which were once considered to be the envy of the labor movement for their contracts with high wages and extensive benefits, are now experiencing the same demands for givebacks

that have swept other workers across the United States.

In Quincy, Mass., for example, exploding health care costs for the city's public employees was considered to be a major topic as city hall begins negotiating new contracts for its nearly 2,000 workers.

The city currently covers 90 percent of the health care costs for most of its employees—a high percentage even among traditionally generous packages for public employees—but union officials fully expect the new contract to reflect a shift in how health care costs are split between the city and employees.

School districts also are affected. In San Francisco, the school district faces declining student enrollment (and the resulting loss of state funds) and is seeing its worker health care costs skyrocket.

The district has lost about 1,000 students every year for the past several years, and each departing student means \$5,000 less in state revenue based on student attendance. That means the district will take in \$5 million less next year and \$10 million less in two years and therefore will have to make unpopular decisions to close more schools, lay off staff or further cut programs.

But the fastest-growing financial strain, according to the district's director of policy and planning, is the retiree health benefits. Until three years ago, teachers working in San Francisco Unified had to have just five years in the district to retire with lifetime health care benefits. In 2004, because of escalating costs, the teachers union renegotiated longer vesting periods. Teachers already in the district at that time now have to work 12 years to earn the same benefits, while new teachers must work 20 years.

Policymakers and government officials agree that health care costs need to be controlled, but there has been no consensus as to the best way to go about it. The National Coalition on Health Care stated that while there appears to be no agreement on a single solution to health care's woes, a continuing escalation in health care spending and health insurance premiums will severely affect the quality of life for employees—as well as the bottom line for many employers.

Penn. WWII Mariners Eligible for \$500 Bonus

Applications for the Pennsylvania Merchant Marine World War II Veterans bonus now are available at each county's Veterans' Affairs Office.

The legislation, which was sponsored by Pennsylvania State Rep. John A. Maher (R-Allegheny/Washington) and signed into law April 12 by Pennsylvania Gov. Edward Rendell, calls for a one-time, \$500 cash bonus to qualified veterans. To be eligible, an applicant must be a U.S. Merchant Marine veteran who served on active duty in the U.S. Merchant Marine between Dec. 7, 1941 and Aug. 15, 1945; be in possession of a DD Form 214 evidencing honorable service; and be a legal resident of Pennsylvania on April 12, 2006.

The benefits will be paid from

a U.S. Merchant Marine World War II Veterans' bonus fund, a restricted receipt account in the general fund. Money for the fund will be appropriated from the General Fund by the General Assembly, and any money remaining in the fund on June 30, 2007, will be returned to the General Fund.

Applications for this bonus must be submitted by Dec. 31, 2006. All applications will be reviewed, and payments will be made by next summer.

For application forms or additional information, call 1-800-547-2838 or write to the Department of Military and Veterans' Affairs, Bureau for Veterans' Affairs, Ft. Indiantown Gap, Annville, PA 17003-5002. Their web site is located at: www.dmva.state.pa.us.

Engine Dept. Training Gets an Upgrade

Following exhaustive efforts to logically restructure and improve its curriculum in the engine department, officials in the Paul Hall Center for Maritime Training and Education's vocational department recently announced revised matrixes designed to help Seafarers advance their careers.

Members currently holding any classification QMED 4 through OMED 1 are not impacted by the revised system and do not have to "retrain." However, if they want to advance from a current classification, they will do so through the new system.

The fresh career tracks consist of updated courses along with some old ones. Students may follow the paths all the way from entry ratings to licensed positions in the engine department.

"The career path revisions

mainly are due to Coast Guard requirements stemming from the STCW convention," said J.C. Wiegman, Paul Hall Center assistant director of training. "Under STCW, advancement depends on practical demonstrations of skills. The training matrixes reflect those requirements."

Training essentially begins with the equivalent of "phase 3" of the unlicensed apprentice program. After completing the first three modules (and accumulating enough sea time), students may choose from among four avenues leading to certifications as QMED machinist (QMED dayworker), QMED watchstander, QMED pumpman, and QMED electrician, respectively. Simulator training—which will be used to help students in the completion of their assessments—

will be a key component of this new career track.

Those interested in pursuing an engine department license may continue on another track ("officer in charge of an engineering watch") culminating in any one or more of several licenses.

Simulator training will be a key component of the new career track. Students will utilize the new Haven steam simulator, the Transas electric plant simulator, the Transas slow and medium speed diesel simulator and others to assist them in completing their assessments.

More information may be obtained by contacting the admissions department at the school at (301) 994-0010, extension 5202.



Engine department curriculums at the Paul Hall Center have been updated to help students advance their maritime careers while challenging them with the latest technology.

Veitch and Richardson Chosen for AOTOS Awards

Colin Veitch and Paul F. Richardson have been selected to receive one of the maritime industry's most prestigious honors, the 2006 Admiral of the Ocean Sea Award (AOTOS). The honorees on May 22 were announced by John Bowers, chairman of the United Seamen's Service AOTOS Committee and president of the International Longshoremen's Association.

Veitch is president and CEO of SIU-contracted NCL America; Richardson is a container shipping pioneer and president of Paul F. Richardson Associates Inc. They led the field of nominees sought from more than 150 maritime labor, management and government officials.

The duo is slated to receive their awards Nov. 3 during an industry dinner and dance in New York City.

All proceeds from the event benefit USS community services abroad for the U.S. Merchant Marine and those of other free world countries. The recipients will share the evening with a group of American seafarers who will be honored for specific acts of bravery at sea.

"Colin Veitch, in commencing brand new passenger services flying the American flag, has shown a renewed faith in a U.S. presence on the international seas and will provide much-needed employment for our seafarers," noted Bowers. "We are saluting his vision and actions."

"With this being the 50th anniversary year of containerization, it is significant that we recognize a true pioneer, Paul F. Richardson," continued Bowers. "He was with Malcolm McLean, the father of containerization, even before this momentous revolution began in 1956 and today remains a vital force and participant on the worldwide transportation scene."

"Our recipients have been selected by those who know them best, international transportation leaders who understand very well the challenges and issues which confront United States shipping and the American seafarers and recognize their leadership in this area," Bowers added.

Under Veitch's direction, NCL America placed into service the Seafarers-crewed *Pride of Aloha*, NCL's first U.S.-flag vessel, in June 2004. It was the first deep sea passenger ship to join the American fleet in 50 years. A year later NCL America welcomed the *Pride of America*; the



Colin Veitch, left, and Paul F. Richardson have been selected to receive the 2006 Admiral of the Ocean Sea Award.

company's third U.S.-flag ship, the *Pride of Hawaii*, entered service last month.

As U.S. Secretary of Transportation Norman Mineta said, "Raising the Stars and Stripes over more ships raises our maritime strength and raises jobs."

NCL America's three U.S.-flag ships are expected to generate more than \$828 million in U.S. economic activity and 20,400 jobs, according to a PricewaterhouseCoopers study.

Besides serving as president and CEO of NCL America and Norwegian Cruise Line, Veitch also is president of Orient Lines and a member of the boards of NCL Holding ASA and Star Cruises, Ltd.

Richardson's experience in transportation has been as a specialist in containerization, company management and labor. He held a key leadership role in the dynamic growth of Sea-Land Service, Inc., forging its development and serving as president and vice chairman of the innovative steamship company.

In 1977, he established Paul F. Richardson Associates, Inc., an international maritime and transportation consulting firm serving various segments of the maritime industry including carriers, ports, shipbuilding companies, inland carriers, labor and labor-management groups. Today, Richardson serves on numerous boards, councils and committees including the American Bureau of Shipping, U. S. Coast Guard Foundation, Council of the Americas and other significant government commissions and committees.

Established in 1942, the United Seamen's Service operates centers in nine foreign ports in Europe, Asia, Africa and in the Indian Ocean, and also provides seagoing libraries to American vessels through its affiliate, the American Merchant Marine Library Association.

Union, School Mourn Instructor Larry Malone

The SIU and its affiliated Paul Hall Center for Maritime Training and Education were saddened when Lawrence Patrick Malone, formerly an instructor at the Southern Maryland school and a highly decorated U.S. Navy officer, died May 26 in California, Md. following a long battle with cancer. He was 65.

Malone, who worked at the school from January 1997 until just a few weeks before his death, coordinated many of the Paul Hall Center's classes in addition to teaching vessel familiarization and other deck department courses. He particularly embraced the challenge of instructing unlicensed apprentices as they first entered the program in Piney Point, Md.

He made a powerful, lasting impression on students, school officials and fellow instructors.

"He was one of the most unique individuals I ever met," said Paul Hall Center Vice President Don Nolan. "He was an ex-Navy chief and he didn't take no [stuff] from anybody. When he handled scheduling classes we never had a problem—ever. He was a great guy, and he had no tolerance for complainers."

J.C. Wiegman, assistant director of training at the school and also a Navy veteran, said he and Malone were friends in addition to colleagues. "Larry and I met each morning at the school and discussed the plan for each day," he recalled. "Privately, I called him captain and he called me chief. This was a mutual understanding of naval tradition and my respect for him as a mustang commander who earned the distinction of having command at sea (similar to going up the hawsepipe and becoming a ship's master). We argued, we laughed and we tried to keep our days on an even keel over the last six or seven years."

"When he was diagnosed with cancer over a year ago, he was determined to beat it even though he wasn't given much of a chance," Wiegman continued. "He fought the battle through many ups and downs. He never forgot the school and came back frequently, as he would say, to check in on us—and finally even to say goodbye. Fair winds and following seas, captain."

Director of Training Bill Eglinton remembered Malone as "not shy. He would tell it like it was. Larry's main crusade was trying to jump-start or motivate those kids with good potential who wouldn't engage in class. He did a tremendous job."

Instructor David Martin knew Malone both in the Navy and at Piney Point. "Larry was an amazing man," he said. "I can remember him when I was 20 years old and he was the gravelly voiced LTJG Bosun on the *USS Kiska*. We all very much respected Bosun Malone, and I remember how well he took care of his troops—us—even though we had a lot of underway commitments. He was always in my corner."

"Twenty-one years later," Martin added, "I was



Larry Malone (left) helped students at the Paul Hall Center to stay motivated to do their best.

taking a lifeboat class at Piney Point as a retired BMCS (senior chief bosun's mate), and lo and behold, who walked in to administer the test but Larry Malone.... I always loved working for him, and we all will miss him."

Instructor Jim Shaffer said Malone "was one of a kind, a straight shooter. I think that's what everybody liked about Larry—he didn't beat around the bush.... He was proud of his military career, having worked his way up through the ranks, but he wasn't a braggart."

Shaffer said that although Malone could be demanding of students, he always treated them fairly and was quick to lend support. "If you had a job to do, he expected you to do it right," Shaffer noted. "But if anyone needed anything, Larry was there for them. He was respected and admired by everyone here at the school and maybe feared by a couple. He'll be missed by a lot of people."

A native of Dickinson, N.D., Malone served in the Navy for 29 years. Among other honors, he was awarded the Navy Commendation Medal, Navy Achievement Medal, Combat Action Ribbon, Navy Unit Commendation, Meritorious Unit Commendation, Navy "E" Ribbon, Armed Forces Expeditionary Medal, Navy and Marine Corps Expeditionary Medal, National Defense Service Medal, Humanitarian Service Medal, Sea Service Deployment Ribbon, Vietnam Service Medal (two Bronze Stars), Republic of Vietnam Gallantry Cross, Republic of Vietnam Civil Actions Medal, and Republic of Vietnam Campaign Medal with Device.

Malone is survived by many family members including his wife, three children, three stepchildren, five siblings and six grandchildren. A memorial Mass was conducted June 2 at St. George's (Md.) Catholic Church; inurnment followed at Charles Memorial Gardens.

Memorial contributions may be made to OPIS, St. Mary's Hospital, P.O. Box 527, Leonardtown, MD 20650; and/or American Cancer Society, St. Mary's County Unit, P.O. Box 1032, Lexington Park, MD 20653.

Cape Decision Delivers in High-Profile Mission

Brigadier General Bivens Commends Crew, Cites Support and Teamwork

An SIU-crewed vessel under the operational jurisdiction of the U.S. Navy's Military Sealift Command recently completed a high-visibility mission in Poland.

The cargo ship *Cape Decision* from April 19-20 was in Szczecin, Poland, returning combat equipment used by that country's military forces in Iraq. Seafarers aboard the 681-foot roll-on/roll-off vessel off-loaded more than 49,000 square feet of cargo belonging to members of the Polish army. Off-loaded items included more than 160 trucks, six helicopters, tanks, trailers and in excess of 100 containers of supplies.

Brig. Gen. Nolen V. Bivens, in a letter to the *Decision* crew following its mission, in part said: "Thanks for all you do to support America's fighting men and women. I look forward to our continued teamwork." General Bivens is assistant chief of staff, C-3, Coalition Forces Land Component Command, Third

U.S. Army. He visited the *Cape Decision* and its crew in December 2005.

SIU-crewed MSC ships have been a familiar sight in Szczecin and other Baltic seaports since 2003 when MSC vessels began using them to load U.S. and coalition force cargo bound for the Middle East and for use in Operation Iraqi Freedom.

An important partner in Operation Iraqi Freedom, Polish military forces took part in the 2003 invasion of Iraq. Poland had 2,500 soldiers deployed to the region at the height of its engagement in the newly-democratized country.

MSC ships since 2003 have moved nearly 430,000 square feet, or seven-and-a-half football fields' worth, of combat equipment for these troops.

"This is indicative of the enduring relationship the U.S. military has with Poland and our coalition partners in Europe," said Capt. David K. Wright,

commander, Sealift Logistics Command Europe. SEALOGEUR is MSC's European area command and is responsible for overseeing the movement of U.S. Navy cargo and logistics ships in the U.S. 6th Fleet area of operations. "It is also a great example of the important role Military Sealift Command plays in the U.S. and coalition forces' efforts in Iraq."

Since the beginning of the global war on terrorism and operations Enduring and Iraqi Freedom, MSC has moved more than 88.6 million square feet of combat equipment for troops in theater worldwide—with much of it carried on SIU-crewed ships. Seafarers-crewed vessels have also helped deliver more than 8.8



The Seafarers-crewed *Cape Decision* recently completed a key mission in Poland.

billion gallons of fuel. That is enough fuel to fill the Empire State Building nearly 32 times.

Operated by Seafarers-con-

tracted Marine Personnel and Provisioning, the *Cape Decision* is 681 long with a beam of 97 feet. It can sail at more than 16 knots.

Mariners' Rights Resolution

Continued from page 2

Seafarers to maintain a fair and essential freedom of movement in the normal conduct of their profession, while contributing to the maintenance of heightened security norms."

The General Conference of the ILO adopted the revised Convention during its Ninety-first session in June 2003 as C185, but very few countries have ratified it, including the United States, Canada and Great Britain.

The SIU joint resolution continues as follows:

"Considering the continuous and difficult struggle of both American and Canadian Seafarers to cross the U.S.-Canada border in this era of heightened border security; and given that the barriers have become so great that in numerous instances Seafarers are being completely denied access to the neighboring territory, and this simply because there is no generally accepted and easily available set of identity documents;

"Considering that as long as seafarers have gone to sea, shore leave has been a cherished right; that vessels could not be manned should shore leave not be granted; and given that the livelihoods of many American and Canadian seafarers are presently at stake as a result of the absence of an agreed and efficient system of providing identity documents;

"Considering that there have been important revisions to passport and visa requirements for Seafarers in North America and elsewhere; that there is not presently an all-encompassing maritime worker identity verification and background check system that is generally recognized by both Governments; and that neither the SIU AGLIWD nor the SIU of Canada is favorable to the present obligation imposed on their members to obtain passports and visas in order to have access to shore leave;

"Considering that the Transportation Worker Identification Credential (TWIC) may be the solution to the problem of estab-

lishing generalized and systematized identification criteria;

"The Seafarers International Union, representing both its American and Canadian districts, hereby:

"RESOLVES through each District to lobby their respective Governments in order to secure the establishment as rapidly as is reasonably possible of uniform North American regulations governing Seafarer identification, whether through the North American implementation of TWIC rules or some similar protocol; that these uniform regulations would involve a collateral agreement between Washington and Ottawa with the objective of permitting Seafarers secure access to North American ports and the territory of both the U.S. and Canada based on this uniform identity documentation;

"RESOLVES that whatever form this uniform identity document will take, whether as a TWIC document or otherwise, that it will conform to the following principles: (a) that it be recognized and accepted throughout the United States and Canada; (b) that it establish uniform requirements and conditions for Seafarers, whether based in the U.S. or Canada; (c) that it impose fair and reasonable requirements on Seafarers who seek to obtain the identity document in question; (d) that the document respect, to the extent consistent with security needs, the fundamental rights, liberties and privacy of the holders of such identity document; and (e) that the document in question ensure the freedom of movement, including complete shore leave access to those Seafarers who obtain the documentation in question.

"RESOLVES to undertake all actions consistent with the law, to ensure that the maritime union movement takes its proper and essential role in the protection of transport security worldwide and participates fully, together with government and industry in the war on terrorism."

Union Plus Rolls Out Two More Programs

No-cost accidental death insurance and voice broadband phone service are the latest offerings in an ever growing list of programs for union members through Union Plus.

Because the SIU participates in Union Plus, Seafarers and their family members are eligible for both programs. The insurance program, UnionSecure Accidental Death, is designed to help protect the future of union members' families and is available at no cost to union members. The Union Plus Voice broadband phone service can help union families save on phone calls—up to \$400 per year depending on the plan they choose.

Insurance Program

Union members can enroll in the no-cost UnionSecure program simply by calling 1-800-393-0864, or by visiting www.UnionSecure.com. No medical exams are needed and members are not required to purchase anything, according to Union Plus.

By calling the former number or visiting the web site provided, union members' families can get up to \$5,000 worth of coverage in the event of accidental death from covered motor vehicle/pedestrian accidents, or \$1,000 of coverage for death due to any other type of accident at home, at work or while commuting or traveling anywhere in the world. Union members who already have insurance may supplement it with this coverage—at no cost to them.

UnionSecure was created through a partnership between the Union Labor Life Insurance Company and Union Privilege, established by the AFL-CIO to provide Union Plus benefits.

To help working families gain security, UnionSecure has developed a broad range of insurance plans that union members and retirees can afford. It chose Hartford® to provide the plans because of that company's outstanding record. All UnionSecure plans are subject to strict oversight by the trustees of the AFL-CIO Mutual Benefit Fund, who have a legal obligation to protect the interests of union members.

Union Plus Benefits for SIU Members

If you are a member or retiree of SIU, you and your family are automatically eligible for Union Plus benefits associated with the following programs. For more information visit www.unionplus.org or call 1-800-452-9425.

Money & Credit

- Credit Card
- Union-Made Checks
- Credit Counseling
- Your Credit Score
- Loans
- Online Tax Service

Insurance Deals

- Accident Insurance
- Auto Insurance
- Life Insurance
- Pet Insurance

Health & Well Being

- Health Club Discounts
- Health Savings

Education Services

- Education Services

Auto Advantages

- Goodyear Tire & Service Discount

House & Home

- Mortgage & Real Estate
- Moving Discount
- Home Heating Oil Discounts

Everyday Savings

- ConsumerReports.org Discount
- Flower Discount
- Powell's Bookstore
- Music Discounts
- Clothing Discounts

Travel & Recreation

- Entertainment Discounts
- Car Rental Discounts
- Worldwide Vacation Tours
- Cruise Discounts
- Travel Center

Computers & Tech

- Broadband Phone Service
- Dell Computer Discounts
- Cingular Wireless Discount
- Internet Service Discount

Phone Service

With Union Plus Voice broadband phone service, union members get all the features of normal phone service plus those offered through this program. To use the service, members need broadband internet access through a cable or DSL internet connection.

Union Plus Voice offers the following benefits and more, according to promotional material sent to the SIU:

- Save up to 85 percent compared to normal phone bills
- Unlimited calling, one monthly rate
- Quick installation, easy to use

■ No activation fees

A variety of plans are available under the program, including unlimited outbound and inbound calling across the 48 contiguous states and Canada for \$22.89 per month. Other plans are available for as low as \$11.89 per month.

Union Plus card holders can get additional savings with unlimited calling for \$199 a year or less than \$17 a month. Some plans are as low as \$8.33 per month and affordable international plans are also available.

To sign up visit www.UnionPlus.net/Voice or call 1-888-868-6818.

Notice

SHBP Booklets Posted, Mailed

The Seafarers Health and Benefits Plan (SHBP) has posted separate, updated booklets on line at www.seafarers.org in the "Member Benefits and Resources" section. One booklet is a "Guide to Benefits" for active Seafarers; the other is a benefits guide for retirees. On the web site, the guides are in PDF format.

Printed copies of those same booklets were being mailed last month to eligible members and retirees. The mailings were scheduled to be finished by early July.

ALWAYS READY ABOARD THE USNS SODERMAN

The men and women aboard the SIU-crewed *USNS Soderman* continue to stand ready on a daily basis in support of the U.S. military.

As one of the Military Sealift Command's (MSC) large, medium-speed roll-on/roll-off (LMSR) vessels, the *Soderman* made multiple trips between the United States and the Middle East during the height of Iraqi Freedom to deliver urgently needed combat equipment and later to bring back military materiel that was no longer required in the

theater of operations.

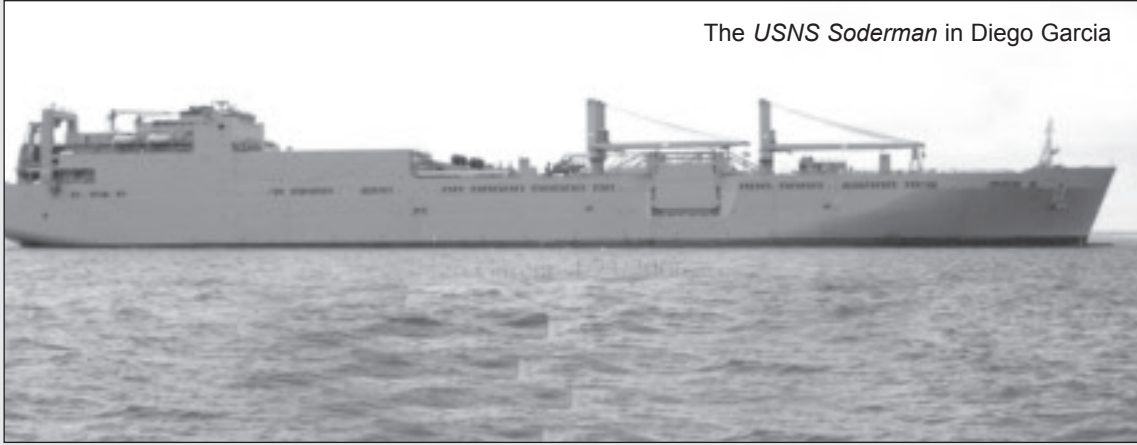
Operated by Maersk Line Limited, the *Soderman* is one of the vessels in MSC's Afloat Prepositioning Ship Squadron Four. The 950-foot *Soderman* is now forward deployed to Diego Garcia in the Indian Ocean, loaded with Army equipment and supplies and ready for a rapid response at any given time.

The photos on these two pages were sent to the *LOG* by Ron VonDrachek, chief engineer aboard the *Soderman*.

Bosun Lynn Mallis



The *USNS Soderman* in Diego Garcia



AB Dale Harrison



QMED Tristum Beeks



OS German (Max) Maximo



OS Kosar Iqbal



Supply Officer
Edwin (Dino) Coleman



The photo at left of Chief Steward Kimberly Strate and Chief Cook Efen Matias was taken as the two were preparing for the lagoon-wide "Compsron Two Iron Chef" competition. The fact that the crew won a trophy for "Most Original" didn't surprise anyone on the *Soderman*. At right is the "Best of the Best" galley gang. From the left are Chief Cook Matias, Chief Steward Strate, SA Margaret Young and SA Sarah Canon.

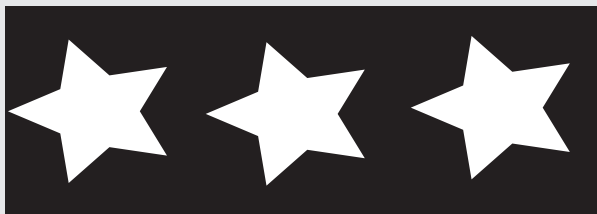




ALWAYS READY ABOARD THE USNS SODERMAN



OS Enrique Defendini



QMED Rutland Gale checks readings on the #2 A/C chiller.



QMED Adnan Nasser and Wiper Nabil Nasser prepare for a lathe project.



AB Timothy Dunn



Electrician John Hunt does some troubleshooting.



OS Kyle Hudson



Electrician Ousmane Ka performs preventive maintenance on the generator.



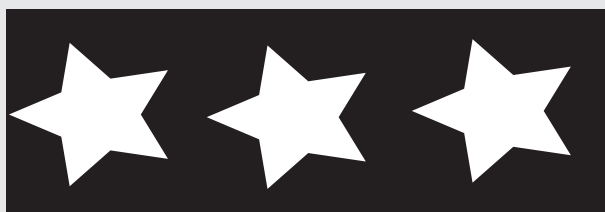
AB Nathan Carr



AB Terrell Poole



AB Josh Wilson



Seafarer Weil Gets Revved Up About U.S. Merchant Marine

Custom Chopper Honors Union, School, Industry

When Seafarer **Paul Weil** decided to help publicize his industry, he did it in style. The QMED-electrician picked an unusual, eye-catching way to raise the profile of the U.S. Merchant Marine when he ordered a custom-built chopper adorned with spectacular artwork promoting the industry in general and the SIU and its affiliated Paul Hall Center for Maritime Training and Education specifically.

The project took longer than expected and it hasn't come cheap. By the time Weil adds custom rims and exhaust pipes, the price tag will push \$60,000.

Nevertheless, Weil, a 1999 graduate of the Paul Hall Center's unlicensed apprentice program, said he was very pleased with the chopper when he picked it up in late May. He certainly found an appreciative audience at the June membership meeting in Piney Point, Md.,

where Weil brought the motorcycle to share with fellow members, SIU officials and school staff.

"I figured it would help bring attention to the merchant marine," said the 32-year-old Seafarer. "It's also a way of giving back to the union and the school," which together helped him find his niche.

In 2003, Weil (pronounced, as he says, "Like wait a while") sailed for about nine months in Operation Iraqi Freedom aboard the *Maersk Constellation*. In the following months, he rekindled an old idea for the custom chopper as he met more and more people who knew little or nothing about the U.S. Merchant Marine.

A longtime motorcycle enthusiast, Weil said the chopper features a 1500cc Super Sport engine and a hydraulic clutch and brake system that helps maintain "a clean look." It has

six gears and—theoretically—would top out at around 160 mph or more.

Outlaw Customs of Prince Frederick, Md. built the chopper (topped off with an alligator-skin seat), while Pro Artworks of Upper Marlboro, Md. did the painting.

The latter component is breathtaking in its detail. The fuel tank bears the U.S. Merchant Marine slogan, "In Peace and War," along with the industry seal and a finely illustrated eagle seemingly perched above it. The rear fender carries the SIU motto, "Brotherhood of the Sea." Beneath the seat is a ship's wheel with "SIU" and "Class 584," Weil's apprentice group.

Despite the monetary cost, in many ways the chopper has been a labor of love for Weil, a frequent upgrader at the Paul Hall Center. A quick look at his background helps illuminate his passion for the maritime industry.

Weil grew up in a tough part of Washington, D.C. and as a teenager admittedly struggled to find his direction. He earned his GED but didn't have the time or money for college. Eventually, at the urging of a friend, he enrolled in the apprentice program, a staple of the Paul Hall Center since the school opened in 1967.

Piney Point offered new challenges, but Weil eventually settled into the program and made the most of the opportunity. "Shipping was the big key" in helping him onto the right path, he said. "At the school, it all worked out for the best. Since then I've never had a bad ship."

As evidenced by the chopper



Weil, a frequent upgrader at the Paul Hall Center, plans to sail "forever" even while pursuing other business interests on the beach.



The chopper's finely detailed artwork pays tribute to the SIU, the Paul Hall Center and the industry in general. (Note: Larger, color versions of these photos are available on line at www.seafarers.org, in the Heard at Headquarters section.)



Seafarer Paul Weil says the SIU and its affiliated Paul Hall Center for Maritime Training and Education helped put him on the right path—a big motivation behind his custom-built chopper.

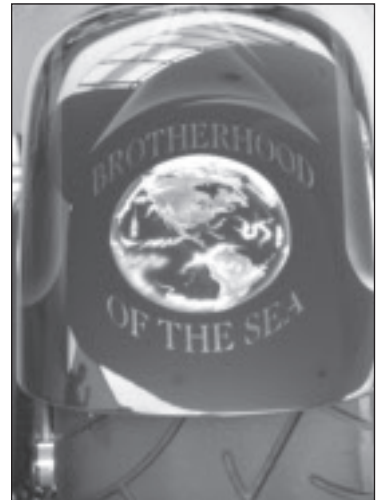
Instructor Makes Point at Piney Point



Paul Hall Center Instructor Eric Malzkuhn (standing in top photo and at right) last month accommodated the needs of a hearing-impaired student who enrolled in the school's EPA refrigeration certification technician course. The student was part of a group of contractors from the nearby Patuxent River Naval Air Test Center. Malzkuhn, a longtime engine department instructor at the Seafarers-affiliated school in Piney Point, Md., had previously learned sign language due to family members who also are hearing impaired.



project, Weil is ambitious. He operates his own shoreside business (offering catering, construction and cleaning services, among others) and plans to earn



a third engineer's license. "The sky's the limit, but I plan to sail forever," stated Weil. "And I already plan to design another custom chopper."

Help Keep America Secure



ATTENTION SEAFARERS: Contribute to the Seafarers Political Action Donation

Below: Eli and Alethea Rantanes with their granddaughters Chelsie (right) and Cecily stopped off at the SIU headquarters on their way home to Canton, Ohio, where Eli is on the executive board of the U.S. Merchant Marine Veterans of World War II.

Right: Eli, 81, sailed deep sea from 1943-53 and then on the Great Lakes for 29 more years. He shipped with the SIUNA-affiliated MFOV and later with MEBA and AMO in the engine department. He is holding a framed photograph of the WWII Merchant Marine Memorial located in Canton, which he gave to President Michael Sacco to thank him for his support over the years for merchant marine vets.

SEAFARERS FAMILY photos



Seafarers and their families: These are some of the images we all look forward to seeing—and sharing with our brothers and sisters of the sea.

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

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

Right: Bosun Kervin Velazquez visits the SIU hall in San Juan with his new baby, Amaury.



Right: Feb. 4, 2006 was visitors' day at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Thomas Hampshire, a member of the unlicensed apprentice program, was visited by his wife, Mary Ellen, and their daughter Chelsea (who put on a uniform just for fun).



Michael Thomas and his 12-year-old son, Matt, recently toured "Old Ironsides"—the *USS Constitution*, docked in the port of Boston. Thomas, who has a second mate ticket, is an SIU hawsepiper and AMO full book member who enjoys reading the *LOG*.

Left: QMED Joseph Benavente, who ships out of Guam, recently brought his family to the hall. With him are his wife, Millie, 4-year-old daughter, Shainne, and newest addition, Vinitia, who was born May 17.

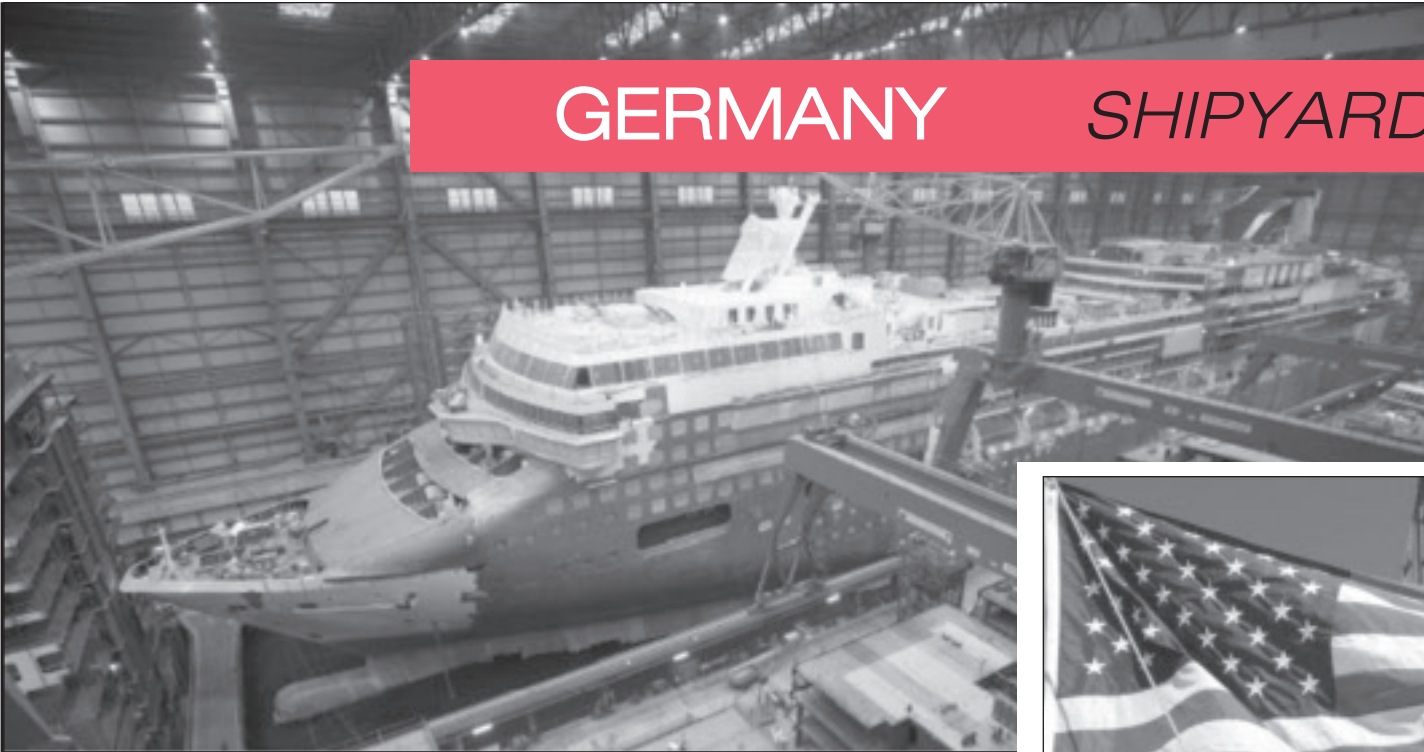


SIU San Juan Port Agent Amancio Crespo joins his family at honors day for daughter Amanda (right) at her school, Christian Military Academy. Next to Crespo is daughter Cristina and wife, Maria de los Angeles.

Right: QMED Christian Rosado and his wife, Melissa, drop by the San Juan hall with daughter Keyshla.



GERMANY SHIPYARD



The ship was floated out on Feb. 19 and then underwent sea trials before sailing for the United States in April.



**BALTIMORE
PORT of CALL**



**MAKER
TO
MARKET**



Thou
of Ne
f
Sea

PANAMA CANAL ATLANTIC to PACIFIC



Officials from the SIU and its affiliated United Industrial Workers turned out to greet the ship when it sailed through the Panama Canal on May 11. Pictured from left to right are Omar Velarde, José F. Amador, Francisco González, Lidia Gómez, SIU VP At Large René Lioeanjie, Fernando Williams, UIW VP Orlando Díaz, Alcides Ulloa, María E. Vergara and Fernando Duran.

S. Flag 2006 Cruise

Thousands
New Jobs
for
Seafarers

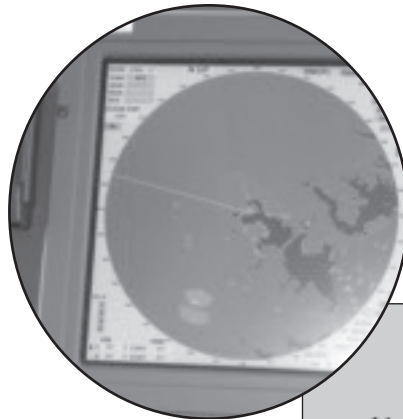
LOS ANGELES CHRISTENING



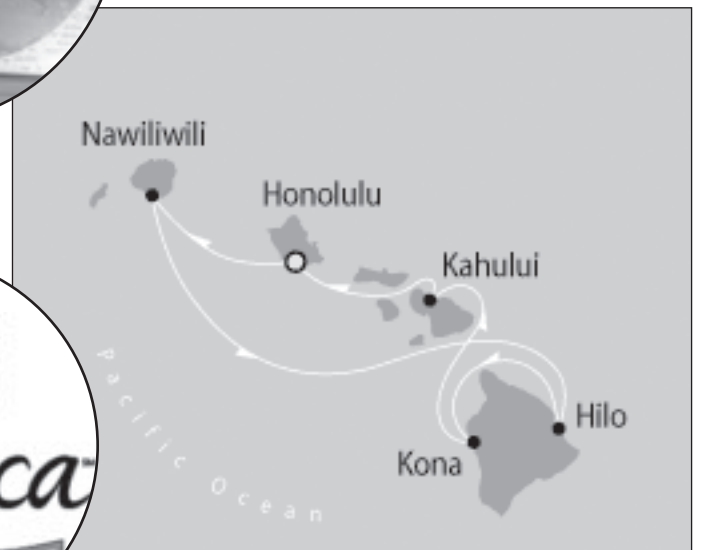
SIU President Michael Sacco was one of the featured speakers at the christening. He noted that the NCL America ships mean thousands of new jobs and a boost to America's national and economic security.



The SIU-crewed *Pride of Hawaii*, NCL America's newest cruise ship, traveled an extensive route from the shipyard to its home port in Hawaii, where it arrived May 28. Before its christening May 20 in Los Angeles, the vessel stopped in Baltimore and later transited the Panama Canal (among other stops). Photos from throughout the journey, beginning with the *Pride of Hawaii's* construction in Germany (it was floated out on Feb. 19) are shown on these two pages. Extensive coverage of the christening was included in the June issue of the *Seafarers LOG* and also may be found online at www.seafarers.org.



NCL America's ships—the *Pride of Hawaii*, *Pride of America* and *Pride of Aloha*—offer cruises around the Hawaiian Islands.



HAWAII HOME PORT



Health and Research Groups Trying to Tackle Avian Flu

The World Health Organization (WHO) on June 15 confirmed that a young Indonesian girl who died on June 1 was infected with bird flu, taking the country's total deaths from the virus to 38.

The newly confirmed case pushed the cumulative total in Indonesia to 50 including the 38 fatalities.

Bird flu has spread rapidly since late 2003 from Asia to Europe, the Middle East and Africa. Earlier last month Djibouti reported its first human case of H5N1, the first confirmed human case in the Horn of Africa.

Following are some facts about the H5N1 avian flu virus and its spread around the globe:

- Since the virus re-emerged in Asia in 2003, outbreaks have been confirmed in more than 48 countries and territories, according to data from the World Organization for Animal Health (OIE).
- Since the beginning of January 2006, more than 30 countries have reported out-

breaks, in most cases involving wild birds such as swans.

- The virus has killed 129 people since 2003, according to the WHO. Countries with confirmed human deaths are: Azerbaijan, Cambodia, China, Egypt, Indonesia, Iraq, Thailand, Turkey and Vietnam.
- In total, the virus is known to have infected 226 people since 2003, according to the WHO. Many of those who died are children and young adults.
- Vietnam and Indonesia have the highest number of cases, accounting for 80 of the total deaths.
- The H5N1 virus is not new to science and was responsible for an outbreak of highly pathogenic avian influenza in Scotland in 1959. Britain confirmed a new case in Scotland on April 6.
- H5N1 is not the only bird flu virus. There are numerous strains. For example, an outbreak in 2003 of the H7N7 bird flu virus in the

Netherlands led to the destruction of more than 30 million birds, around a third of the country's poultry stock. About 2.7 million were destroyed in Belgium and around 400,000 in Germany. In the Netherlands, 89 people were infected with the H7N7 virus, one of whom (a veterinarian) died.

- The H5N1 virus made the first known jump into humans in Hong Kong in 1997, infecting 18 people and killing six of them. The government ordered the immediate culling of the territory's entire poultry flock, ending the outbreak.
- Symptoms of bird flu in humans have ranged from typical influenza-like symptoms, such as fever, cough, sore throat and muscle aches, to eye inflammations (conjunctivitis), pneumonia, acute respiratory distress, viral pneumonia, and other severe and life-threatening complications.

Meanwhile, the U.S. Agency for International Development (USAID) early last month announced a \$5 million award to support the development of a global network to track avian influenza, with the aim of monitoring the role of migratory birds.

According to a USAID release, the Global Avian Influenza Network for Surveillance (GAINS) will enhance international efforts to collect and analyze laboratory samples from wild birds and identify genetic changes in the virus. The entire award package totals \$6 million, including a \$1 million contribution from the Centers for Disease Control and Prevention.

Spearheaded by the Wildlife Conservation Society, GAINS will work in countries situated along key migratory routes to improve the collection, coordination, and laboratory evaluation of samples from wild birds. The goal of this effort is to enhance understanding of the role wild birds play in the movement of the avian flu virus around the world. In addition, GAINS will create, update, and make data available to researchers related to avian influenza surveillance and migratory bird activity.

"The United States is already supporting efforts to develop animal surveillance and build diagnostic and laboratory capacity in at least 25 countries," said Dr. Dennis Carroll, director of USAID's Avian and Pandemic Influenza Response Unit. "The GAINS program is an extension of our important work. The information GAINS produces will feed into systems to warn people about the movement of avian influenza. This network will significantly bolster our ability to support the international community in response to the virus."

The announcement supports the successful outcome of the second meeting of the International Partnership for Avian and Pandemic Influenza, held in Vienna, Austria, June 6-7. The U.S. delegation, headed by Under Secretary of State for Democracy and Global Affairs Dr. Paula J. Dobriansky, also included representatives from USAID, and the U.S. Departments of Agriculture and Health and Human Services.

"Leaders must continue to encourage their colleagues at home and abroad to be forthcoming with information critical to global response efforts," Dobriansky said at the meeting. "Providing accurate information to international partners can significantly limit both the human and economic impacts of an outbreak."

To date, USAID has allocated \$158.4 million to fight avian influenza. The agency also collaborates with other U.S. government agencies, international partners, and local governments and organizations to provide support in 46 countries.

Vaccine Tested

In a related development, several sources on June 14 reported that a laboratory-produced bird

flu vaccine protected ferrets against several strains of H5N1 avian influenza during a study.

The ferrets were immunized with a vaccine based on an H5N1 avian influenza virus isolated in Hong Kong in 2003. Injections they received protected them against a newer variant of the virus, according to researchers at the St. Jude Children's Research Hospital in Memphis and the University of Tennessee. The study was published on the web site of the Journal of Infectious Diseases, the sources reported.

Vaccine makers may not have to wait until the H5N1 virus evolves to become more contagious among people before producing inoculations for a worldwide outbreak, said the work's authors, who include Elena Govorkova and Richard Webby. Earlier vaccine production may save lives and reduce the severity of illness, they said.

"An effective influenza vaccine is urgently needed as H5N1 viruses continue to spread in Asia, not only causing an increasing number of human infections and high mortality rates, but also showing evidence of probable human-to-human transmission," the authors wrote.

Experts say a pandemic of some kind of influenza is inevitable and that H5N1 looks closer than any other virus to causing such a global wave of disease.

A vaccine would provide the best protection. But flu vaccine technology is slow and unwieldy and a new vaccine has to be formulated every year to match the current circulating strains.

Vaccine experts fear that they would have to wait until H5N1 changes into a human pandemic strain before they can make a vaccine against it. By then it could have infected millions.

THE SLOP CHEST

THE EXCLUSIVE ONLINE SOURCE FOR SEAFARERS INTERNATIONAL UNION MERCHANDISE

Polo Shirt
ITEM #SIU-06/08. MENS SLAVERS SATIN STITCH 100% INTERLOCK POLO SHIRT IN SLAIDBLACK WITH SEAFARERS LOGO EMBROIDERED





Fenway Jacket
ITEM #SIU-05. NAVYSTONE FENWAY JACKET. POLY COTTON SHELL WITH NYLON LINING, ELASTIC CUFFS AND COLLAR. SEAFARERS LOGO EMBROIDERED POCKET SIZE ON FRONT.





Clipper Watch
ITEM #SIU-18. SEVER CARABINER STYLE CLIP WATCH WITH SEAFARERS LOGO PRINTED ON WHITE DIAL.

THESE ITEMS AND MORE AVAILABLE VIA THE SLOP CHEST LINK ON OUR WEBSITE

WWW.SEAFARERS.ORG

IMPORTANT NOTICE:

SEAFARERS HEALTH AND BENEFITS PLAN — COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS
NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 2006

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	4	1	0	2	1	0	2	3	3
Anchorage	0	8	2	0	3	2	1	0	12	3
Baltimore	7	4	2	4	5	0	1	10	9	3
Fort Lauderdale	14	22	2	10	15	3	6	18	34	8
Guam	2	7	2	1	3	1	0	5	13	5
Honolulu	7	3	1	4	6	0	2	16	6	3
Houston	40	29	15	31	23	3	20	76	38	34
Jacksonville	46	27	9	25	15	1	22	64	41	18
Joliet	2	0	1	1	0	0	0	1	4	1
Mobile	7	12	2	7	9	1	9	22	18	2
New Orleans	12	13	3	9	3	1	3	21	17	9
New York	40	20	18	16	13	8	17	79	37	25
Norfolk	22	18	6	10	11	2	8	30	27	8
Philadelphia	6	1	1	1	2	0	0	8	7	2
Piney Point	0	9	0	1	15	0	1	1	11	1
Puerto Rico	8	10	4	5	5	0	6	15	13	4
San Francisco	29	17	2	20	11	1	11	37	20	4
St. Louis	2	9	2	0	4	2	1	2	12	2
Tacoma	24	29	11	25	21	8	22	51	56	14
Wilmington	28	11	9	23	9	7	11	50	36	16
Totals	298	253	93	193	175	41	141	508	414	165
ENGINE DEPARTMENT										
Algonac	0	1	0	0	1	0	1	0	2	1
Anchorage	0	1	0	0	0	0	0	0	2	0
Baltimore	5	5	2	4	3	1	2	6	5	2
Fort Lauderdale	6	7	3	3	8	2	4	14	10	6
Guam	2	4	1	0	1	0	0	2	6	1
Honolulu	7	4	3	6	3	3	1	10	7	5
Houston	15	11	4	7	7	5	7	33	18	8
Jacksonville	22	19	6	10	8	2	9	34	29	11
Joliet	0	1	0	0	0	0	0	0	3	1
Mobile	8	7	0	6	5	0	3	12	13	0
New Orleans	9	8	0	5	3	0	4	19	9	1
New York	18	11	7	7	9	2	8	32	20	12
Norfolk	9	12	7	4	5	4	4	17	26	12
Philadelphia	4	4	3	2	4	2	1	3	2	2
Piney Point	3	1	0	2	0	0	0	4	3	2
Puerto Rico	1	2	1	2	2	1	3	3	6	1
San Francisco	15	11	3	9	4	2	3	15	14	3
St. Louis	0	5	0	2	1	0	0	0	6	0
Tacoma	13	20	8	13	18	3	6	18	28	8
Wilmington	17	7	3	11	10	2	9	22	14	9
Totals	154	141	51	93	92	29	65	244	223	85
STEWARD DEPARTMENT										
Algonac	1	1	1	1	1	0	1	1	0	1
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	2	2	1	3	1	1	2	5	3	1
Fort Lauderdale	5	7	4	4	6	1	4	7	8	4
Guam	0	3	0	2	1	0	0	1	5	0
Honolulu	11	6	0	4	5	0	1	18	6	0
Houston	22	5	1	19	3	1	8	37	12	4
Jacksonville	16	8	1	11	10	0	13	23	10	4
Joliet	1	0	1	0	0	1	0	1	0	0
Mobile	4	5	1	3	4	1	2	8	4	2
New Orleans	9	3	1	3	1	0	0	10	6	2
New York	20	2	2	12	2	1	4	41	11	5
Norfolk	11	15	4	6	10	3	8	17	18	5
Philadelphia	1	1	1	2	0	0	2	1	3	1
Piney Point	4	2	0	1	3	0	0	8	1	1
Puerto Rico	4	2	1	0	2	0	2	5	2	1
San Francisco	25	6	2	19	4	2	5	37	2	1
St. Louis	1	0	2	0	1	1	1	2	0	1
Tacoma	19	5	4	22	4	2	9	26	7	5
Wilmington	26	8	3	21	9	1	11	46	10	8
Totals	182	81	30	133	67	15	73	294	108	46
ENTRY DEPARTMENT										
Algonac	1	0	4	0	0	0	0	1	2	6
Anchorage	0	1	2	0	2	0	0	0	1	5
Baltimore	0	5	3	0	4	0	0	0	4	4
Fort Lauderdale	0	6	5	0	5	6	0	0	6	9
Guam	0	2	1	0	1	4	0	0	3	3
Honolulu	3	8	3	1	4	1	0	5	17	10
Houston	6	19	18	3	10	11	0	10	32	34
Jacksonville	0	17	19	1	3	6	0	5	30	37
Joliet	0	0	1	0	0	1	0	0	1	1
Mobile	2	5	1	0	3	1	0	3	10	2
New Orleans	2	5	4	1	1	2	0	2	6	7
New York	5	40	22	2	21	6	0	8	78	41
Norfolk	1	13	17	0	6	9	0	1	19	30
Philadelphia	0	0	1	0	0	0	0	0	0	1
Piney Point	1	10	33	0	8	37	0	0	17	17
Puerto Rico	0	5	0	1	1	0	0	2	6	0
San Francisco	6	14	7	1	14	5	0	9	16	13
St. Louis	0	0	2	0	1	1	0	0	3	1
Tacoma	7	17	16	2	10	6	0	8	27	25
Wilmington	2	9	14	1	2	2	0	2	16	24
Totals	36	176	173	12	96	98	0	56	294	270
Totals All Departments	670	651	347	431	430	183	279	1,102	1,039	566

*"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.

August & September 2006 Membership Meetings

Piney Point	Monday: August 7
	Tuesday: September 5*
	(*change created by Labor Day holiday)
Algonac	Friday: August 11, September 8
Baltimore	Thursday: August 10, September 7
Boston	Friday: August 11, September 8
Guam	Thursday: August 24, September 21
Honolulu	Friday: August 18, September 15
Houston	Monday: August 14, September 11
Jacksonville	Thursday: August 10, September 7
Joliet	Thursday: August 17, September 14
Mobile	Wednesday: August 16, September 13
New Orleans	Tuesday: August 15, September 12
New York	Tuesday: August 8, September 5
Norfolk	Thursday: August 10, September 7
Philadelphia	Wednesday: August 9, September 6
Port Everglades	Thursday: August 17, September 14
San Francisco	Thursday: August 17, September 14
San Juan	Thursday: August 10, September 7
St. Louis	Friday: August 18, September 15
Tacoma	Friday: August 25, September 22
Wilmington	Tuesday: August 22*
	Monday: September 18
	(*change created by Paul Hall Day holiday)

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

Personals

MC&S PICNIC CANCELED

David Cunningham, reunion chairperson, would like to announce that this year's Marine Cooks & Stewards (MC&S) annual reunion has been canceled due to unforeseen circumstances.

TALAMA MOEGA

Please contact John Brown at 1-800-828-1110, ext. 1341.

Inland Career Opportunities – Immediate Job Openings

The SIU has immediate openings in the inland division. Interested individuals who possess either a 1,600-ton master's license (with near coastal or ocean endorsements) along with an Officer in Charge of a Navigational Watch (OICNW) STCW certificate; or a designated duty engineer (DDE) 5,000 hp or greater license are encouraged to contact Bart Rogers at the union's manpower office at (301) 994-0010, extension 5317 for additional information.

In Texas, the SIU has immediate openings aboard harbor tugs. Interested individuals who possess either a mate or master's license (inland) greater than 200 GRT, or are licensed as a chief or assistant engineer (6,000 hp or greater) are encouraged to contact Jim McGee at the SIU hall in Houston, (713) 659-5152.

**Seafarers International Union
Directory**

Michael Sacco, *President*

Augustin Tellez, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

George Tricker, *Vice President Contracts*

Tom Orzechowski,
Vice President Lakes and Inland Waters

Dean Corgey, *Vice President Gulf Coast*

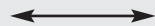
Nicholas J. Marrone, *Vice President West Coast*

Joseph T. Soresi, *Vice President Atlantic Coast*

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

635 Fourth Ave., Brooklyn, NY 11232
(718) 499-6600
Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

350 Fremont St., San Francisco, CA 94105
(415) 543-5855
Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS/ALTON

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

MAY 16 — JUNE 15, 2006

Port	TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	REGISTERED ON BEACH All Groups		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	3	0	0	4	0	0	0	13	3	2
Houston	9	4	1	13	1	1	9	27	9	2
Jacksonville	2	2	1	3	2	1	3	1	2	0
New Orleans	3	0	0	0	0	0	0	15	9	2
New York	10	4	2	6	5	2	5	38	25	0
Norfolk	0	1	1	0	1	2	2	0	0	0
Tacoma	0	1	0	0	1	0	1	1	0	0
Wilmington	2	0	1	3	0	1	1	1	0	1
Totals	29	12	6	29	10	7	21	96	48	7
ENGINE DEPARTMENT										
Boston	2	0	0	2	0	0	0	6	1	1
Houston	5	2	1	5	1	1	4	14	7	1
Jacksonville	2	2	1	2	2	1	1	0	0	1
New Orleans	0	0	0	0	0	0	0	5	1	2
New York	2	0	0	2	0	0	2	17	10	0
Norfolk	1	0	0	1	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	3	0	1	2	0	1	0	3	0	0
Totals	15	4	3	14	3	3	7	45	19	5
STEWARD DEPARTMENT										
Boston	2	1	0	2	1	0	0	4	1	1
Houston	2	2	0	3	2	1	1	16	7	0
Jacksonville	1	1	1	1	1	2	1	2	0	1
New Orleans	1	0	0	1	0	0	0	4	2	2
New York	7	6	0	3	1	0	2	16	14	0
Norfolk	0	0	2	0	0	2	0	2	0	1
Tacoma	1	1	0	0	1	0	0	1	0	0
Wilmington	2	0	1	2	0	1	0	0	0	0
Totals	16	11	4	12	6	6	4	45	24	5
Totals All Departments	60	27	13	55	19	16	32	186	91	17

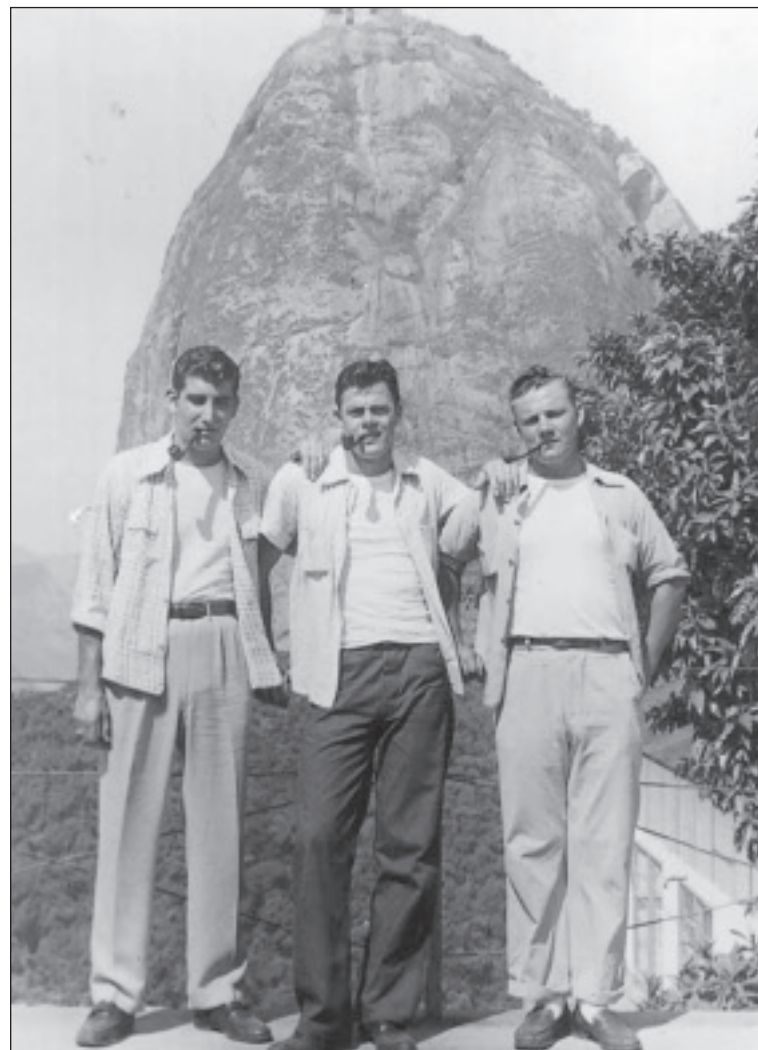
PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Pensioner **William L. Nihem** of Jacksonville, Fla.

It was taken in Rio de Janeiro, Brazil in 1947 on Sugarloaf Mountain. In a note accompanying the photo, Brother Nihem states that the crew members were on the SIU-contracted Liberty ship *James R. Randall*, making a five-month trip to four continents.

Nihem is on the left; Blackie Smith is in the center. He can't remember the name of the other shipmate.

Brother Nihem joined the SIU in 1945 in the port of New York. Born in Michigan, he retired in 1982 as a chief steward.



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.

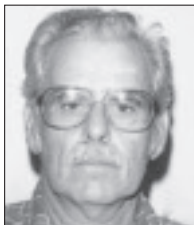


DEEP SEA



ANDREW BALASH, 65, joined the union in 1995 in the port of Fort Lauderdale, Fla. Brother Balash, who sailed in the engine department, upgraded on two occasions at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Balash was born in New York but calls Dania Beach, Fla. home.

JAMES BLANCHARD, 65, launched his seafaring career in 1964. Brother Blanchard's first ship was the *Commander*. The deck department member is a native of Mississippi. Brother Blanchard attended classes on numerous occasions at the SIU-affiliated school in Piney Point, Md. He most recently sailed on the *USNS Henson*. Brother Blanchard lives in Mobile, Ala.



RUBEN CASIN JR., 67, embarked on his seafaring career in 1978 in the port of San Francisco. Brother

Casin's first voyage was aboard the *Brooks Range*. He was born in North Carolina and sailed in the steward department. Brother Casin upgraded often at the Piney Point school. Before retiring, he shipped on the *Comet*. Brother Casin settled in Nevada.

FAUSTINO CASTILLO, 65, was born in Honduras. Brother Castillo started shipping with the Seafarers in 1991. He first worked on the *Independence*. Brother Castillo attended the Paul Hall Center in 1997, 2000 and 2001. He sailed in the steward department, most recently aboard the *P&O Ned Lloyd Buenos Aires*. Brother Castillo now makes his home in Houston.



HENRY COLAR, 65, became an SIU member in 1963. Brother Colar's first voyage was aboard the *Cathy*. He was born in New Orleans and shipped in the deck department. Brother Colar's last trip to sea was on the *Carolina*. He is a resident of Marrero, La.

CATALINO DIAZ, 65, hails from Puerto Rico. Brother Diaz began shipping with the SIU in

1970 in New York. He sailed in both the steward and deck departments. Brother Diaz upgraded his seafaring skills on numerous occasions at the Paul Hall Center. His first ship was the *Halcyon Panther*; his last was the *Horizon Producer*. Brother Diaz makes his home in Caguas, PR.



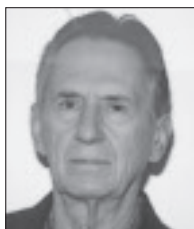
FAITH DOWNS, 65, joined the SIU in 1979. Sister Downs first shipped in the inland division aboard a Delta Queen Steamship vessel. She was born in Baltimore and worked in the steward department. Sister Downs was a frequent upgrader at the Piney Point school. Most of her career was spent aboard deep sea vessels such as the *Gemini*. Sister Downs calls Virginia Beach, Va. home.



CHARLES FINCHER, 69, launched his SIU career in 1991. Brother Fincher's first ship was the *Overseas Chicago*. The California-born mariner upgraded his seafaring skills in 1996 and 2000 at the SIU-affiliated school in Piney Point, Md. Brother Fincher last sailed aboard the *Long Lines*. He is a resident of Volcano, Hawaii.



HOWARD GIBBS, 71, started shipping with the SIU in 1959 in New York. Brother Gibbs first sailed on the *Steel Artisan* in the deck department. He upgraded his skills on a number of occasions at the Paul Hall Center. Brother Gibbs' most recent voyage was on the *Horizon Spirit*. Born in Pennsylvania, he calls Fairfield, Calif. home.



RICARDO SEBASTIAN, 65, became an SIU member in 1988. Brother Sebastian worked primarily aboard the *Independence* in the engine department. Born in the Philippines, Brother Sebastian enhanced his skills at the Seafarers-affiliated school in Piney Point, Md. He currently lives in Honolulu.

EDWARD WINNE, 66, is a New York native. Brother Winne began shipping with the SIU in 1968 in the port of Seattle. His first ship was the *Santa Mercedes*. Brother Winne enhanced his skills often at the union-affiliated school in Piney



Point, Md. His most recent voyage was aboard the *Maersk Arkansas*. Brother Winne continues to make his home in New York.

INLAND



RUSSELL COGNEVICH, 58, joined the union in 1974. Boatman Cognevich worked primarily aboard

Crescent Towing of New Orleans vessels. He upgraded in 1984 at the Paul Hall Center. Boatman Cognevich settled in his native state, Louisiana.

LONNIE GAMBLE JR., 62, began sailing with the union in 1967. Boatman Gamble worked in the steward department, sailing in both the deep sea and inland divisions. He most recently worked on the *Delta Mariner*. Boatman Gamble attended classes on numerous occasions at the Piney Point school. He resides in his native Alabama.

JOHN SPARKS, 57, embarked on his seafaring career in 1979 in Piney Point, Md. The deck department member upgraded frequently at the Paul Hall Center. Boatman Sparks was born in South Carolina. He last worked aboard a Crowley Towing and Transportation of Jacksonville vessel.



DONALD TODD, 62, became a union member in 1975. Born in



Wilmington, N.C., Boatman Todd worked aboard Cape Fear Towing vessels. He continues to make his home in Wilmington.

GREAT LAKES

ALLAN JOHNSON, 64, joined the union in 1963. Brother Johnson worked in the deck department. His first trip to sea was on a Rockport Steamship Company vessel. Brother Johnson enhanced his seafaring abilities on three occasions at the Piney Point school. Born in Frankfort, Mich., he last sailed aboard the *Indiana Harbor*. He continues to live in Frankfort.

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

EUSEBIO AMAYA, 70, joined the union in 1982 in Chicago. Brother Amaya was born in Honduras. His first ship was the *Amoco Indiana*. Brother Amaya worked in the steward department. His final voyage was aboard the *Liberator*.



PAUL BORG, 65, became an NMU member in 1967, initially sailing from the port of San



LYNN BOYD, 68, hails from Los Angeles. Brother Boyd started sailing with the NMU in 1969 from the port of Seattle. His most recent voyage was on the *Chesapeake Bay*.



KENNETH DELANCEY, 56, joined the NMU in 1968 in San Pedro, Calif. Brother Delancey's first ship was the *Keystone State*. The steward department member was born in Torrance, Calif. Brother Delancey's last trip to sea was on the *Fredericksburg*.

MAHFOUD FAYED, 55, was born in Yemen. Brother Fayed joined the NMU in 1977 in San Pedro, Calif. His first ship was the *Texaco Minnesota*. Brother Fayed last sailed on the *Argonaut*.

JAIME PABON, 56, began his seafaring career in 1974 in New Orleans. Brother Pabon's first voyage was on the *Baldbutte*. He was born in New York.



Reprinted from past issues of the Seafarers LOG.

1948
The Seafarers International Union rocked the maritime industry this week with the dramatic announcement that the union hiring hall will be retained in its contracts with member companies of the Atlantic and Gulf Ship Operators Association. Agreement between the union and the association, representing nine major companies, came after almost three weeks of negotiations during which the SIU committee firmly refused to discuss any other issue until its demands for retention of the hiring hall had been recognized. With the central issue settled to the union's satisfaction, discussions on other contractual issues are now in progress.

1967
In a report to the Atlantic and Gulf membership during the regular July membership meeting at headquarters, President Paul Hall told the members that facilities for the training and upgrading of seamen were being expanded. In addition to local training sites in New York and other outports, the SIU has recently purchased a 28-acre site at Piney Point, Md. to train young men for entry-level jobs aboard American-flag ships. This

will be in addition to upgrading training to enable working seamen to qualify for promotions after specialized training.

1982
Construction on the SIU's brand new six-story headquarters building in Camp Springs, Md. is nearing completion. The building is located just minutes by car from downtown Washington, D.C. All of the exterior work has been completed, and interior work is moving along rapidly. The building should be

ready for occupation in the next few months. The opening of this structure gives the SIU a very visible presence in Washington, where the fortune of the U.S. maritime industry is decided on a daily basis.

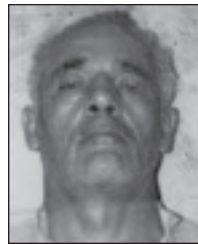
1996
Deployed on its first assignment, the SIU-crewed *USNS Shughart* is operating out of Newport News, Va., where it is participating in a series of military exercises. The U.S. Army support ship, operated by the Navy's Military Sealift Command (MSC), recently sailed from San Diego to the East Coast. The vessel also will undergo some minor work at Newport News Shipbuilding. Earlier this year, the *Shughart* was converted in a San Diego shipyard.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

JOSEPH BILLOTTO



Pensioner Joseph Bilotto, 77, died March 21. Brother Bilotto began sailing with the SIU in 1951. Born in Italy, he initially shipped on the *Steel*

Fabricator as a member of the engine department. Before retiring in 2000, Brother Bilotto worked on the *Horizon Challenger*. He made his home in Mobile, Ala.

SALVATORE FRANK JR.



Pensioner Salvatore Frank Jr., 84, passed away March 24. Brother Frank began his seafaring career as a charter member in 1939.

The deck department member first sailed aboard a Doric Shipping Company vessel. Brother Frank was born in Connecticut. His last voyage was aboard the *Independence*. Brother Frank went on pension in 1984. He made his home in Barnstable, Mass.

ANTULIO GARCIA

Pensioner Antulio Garcia, 82, died March 9. Brother Garcia was born in Puerto Rico and joined the SIU in 1966. A member of the engine department, Brother Garcia began sailing aboard a Debardeleben Marine Corporation vessel. His last voyage was on the *OMI Charger*. Brother Garcia started collecting his pension in 1986. He was a resident of Land O' Lakes, Fla.

RAYMOND O'DOWD



Pensioner Raymond O'Dowd, 78, passed away Jan. 6. Brother O'Dowd joined the SIU in 1946 in New Orleans. His earliest trip to sea was aboard an A.H. Bull company vessel. Brother O'Dowd was born in Utica, N.Y. He worked in the deck department and last sailed on the *Achiever*. He retired in 1992 and lived in Manlius, N.Y.

LANIX REED



Pensioner Lanix Reed, 89, died Feb. 27. Brother Reed joined the union in 1952. His first ship was the *Ft. Hoskins*, on which he sailed in the deck department. Brother Reed was born in Louisiana. Prior to retiring in 1982, he shipped on the *Over Anchor*. Brother Reed called Evangeline, La. home.

FRED TIERNEY



Pensioner Fred Tierney, 61, died Feb. 21. Brother Tierney joined the SIU in 1968. He first sailed on a Manhattan Tankers Corporation vessel. Brother Tierney was born in New York and shipped in the engine department. His most recent journey was aboard the *Gopher State*.

Brother Tierney, who made his home

in Brooklyn, N.Y., became a pensioner in 2000.

WILLIAM SISTO

Pensioner William Sisto, 77, passed away Feb. 13. Brother Sisto became a Marine Cooks & Stewards (MC&S) member in 1973. His maiden voyage was aboard the *President Polk*. Brother Sisto was a native of Pennsylvania. He worked in the steward department, last sailing on the *Kaimoku*. He went on pension in 1995 and settled in Torrance, Calif.

INLAND

CLARENCE LANCASTER

Pensioner Clarence Lancaster, 84, passed away Feb. 24. Born in North Carolina, Boatman Lancaster embarked on his seafaring career in 1962. He was first employed aboard vessels operated by Gulf Atlantic Transport. Boatman Lancaster last shipped on an Allied Towing Company vessel. He started collecting compensation for his retirement in 1993. Boatman Lancaster was a resident of his native state.

NORMAN SAWYER

Pensioner Norman Sawyer, 72, died Feb. 21. Boatman Sawyer began sailing with the SIU in 1956. He shipped in both the deep sea and inland divisions. Boatman Sawyer first worked aboard a Sinclair Oil Corporation vessel. He was born in Virginia but called Harbinger, N.C. home. Boatman Sawyer retired in 1995.

GREAT LAKES

WILLIS CAMPBELL



Pensioner Willis Campbell, 79, passed away March 16. Brother Campbell launched his seafaring career in 1951 in Detroit. He initially sailed aboard a Waterman Steamship Corporation vessel in the deck department. Brother Campbell was born in Michigan. He most recently shipped on the *Susan Hannah*. Brother Campbell, who went on pension in 1995, lived in Cleveland.

GLOUCESTER FISHERMEN

SEBASTIAN SCOLA



Pensioner Sebastian Scola, 87, died March 17. Born in Massachusetts, Boatman Scola joined the union in 1980. He primarily worked aboard fishing boats in the Gloucester Fisherman's union. Boatman Scola retired in 1982. He resided in Essex, Mass.

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.

RUPERT ALEXIS

Pensioner Rupert Alexis, 80, passed away Nov. 21. He joined the NMU in 1947, initially sailing from New Orleans on the *St. Mary*. Brother

Alexis was born in Honduras and worked in the steward department. His last voyage was on the *John Lykes*. Brother Alexis went on pension in 1987.

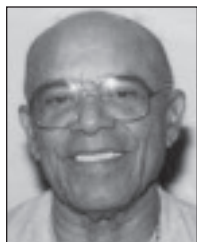
JOSE APONTE



Pensioner Jose Aponte, 81, died Dec. 4. Brother Aponte launched his seafaring career in 1945, first sailing from the port of New York on the

Nicholas Gilman. Born in Puerto Rico, Brother Aponte was a member of the steward department. His last voyage was aboard the *African Rainbow*. Brother Aponte began receiving his retirement stipends in 1969.

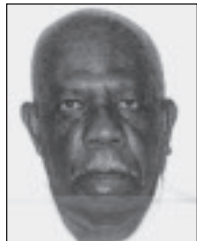
MARIO AYUSO



Pensioner Mario Ayuso, 77, passed away Nov. 7. Brother Ayuso donned the NMU colors in 1951 in New York. His first voyage was on the *Kettle*

Creek. Brother Ayuso was born in Puerto Rico and shipped in the steward department. He retired in 1987.

TORIBIO BLANCO



Pensioner Toribio Blanco, 74, died Dec. 13. Brother Blanco became an NMU member in 1965 in New York. His first ship was the *Consti-*

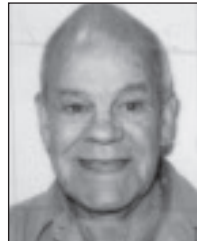
tution; his last was the *Green Harbor*. Brother Blanco was a native of Honduras and sailed in the engine department. He started collecting his pension in 1998.

EUGENE CAUVIN



Pensioner Eugene Cauvin, 94, passed away Nov. 21. Brother Cauvin began working with the NMU in 1951 in the port of New York. The steward department member last sailed on the *Brazil*. Brother Cauvin began receiving his retirement compensation in 1971.

CHARLES EIFFERT



Pensioner Charles Eiffert, 82, died Dec. 14. He initially shipped from the port of New Orleans aboard the *Jack Carnes*. Brother Eiffert was born in Louisiana and sailed as a member of the engine department. His last voyage was on the *Joseph Lykes*. Brother Eiffert went on pension in 1967.

RESTITUTO GARCIA



Pensioner Restituto Garcia, 88, passed away Dec. 24. The Puerto Rico-born mariner joined the NMU in 1945. Brother Garcia first

sailed from New York aboard a Liberty ship. Prior to retiring in 1968, he sailed on the *United States*.

CLYDE LANTRIP



Pensioner Clyde Lantrip, 93, died Nov. 3. Brother Lantrip started his seafaring career in 1937. His first vessel was the *Coppename*. Brother Lantrip

worked in the steward department and was a native of Mississippi. He became a pensioner in 1976.

HAROLD LUKE



Pensioner Harold Luke, 78, passed away Nov. 5. Brother Luke embarked on his NMU career in 1964, first shipping from the port of Jacksonville,

Fla. The engine department member was born in Florida. Brother Luke's last voyage was on the *Marine Princess*. He started collecting his pension in 1989.

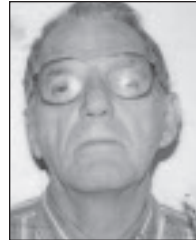
CONSTANTINOS MENDRINOS



Pensioner Constantinos Mendrinos, 84, died Dec. 7. Brother Mendrinos joined the NMU ranks in 1943 in New York. His first

ship was the *Stephen F. Austin*. Brother Mendrinos was born in Greece. He began his retirement in 1971.

RICHARD MONROIG



Pensioner Richard Monroig, 88, passed away Oct. 5. Born in Puerto Rico, Brother Monroig began sailing with the NMU in 1951

in the port of New York. He worked in the steward department. Brother Monroig went on pension in 1971. His last voyage was aboard the *Argentina*.

JASPER NICHOLS



Pensioner Jasper Nichols, 92, died Nov. 3. Brother Nichols began his NMU career in 1937 in New York. His first trip to sea was on the

Pennsylvania. Brother Nichols was a steward department member. He last worked aboard the *United States*. Brother Nichols retired in 1970.

WILLIAM NILES



Pensioner William Niles, 86, passed away Dec. 19. Brother Niles joined the NMU in 1946 in the port of New York. His first ship was the

Thomas F. Cunningham. A member of the steward department, Brother Niles was born in the Virgin Islands. His last voyage was on the *Audrey*

Luckenbach. Brother Niles started receiving his retirement compensation in 1968.

WALTER POLLARD



Pensioner Walter Pollard, 71, died Dec. 10. Brother Pollard was born in Newport News, Va. He began sailing in 1955 aboard the

James Bowdoin. Brother Pollard shipped as a member of the steward department. He became a pensioner in 1983.

JACK RUSSELL



Pensioner Jack Russell, 82, passed away Dec. 13. Brother Russell became an NMU member in 1942 in the port of Norfolk, Va. He first

sailed on the *Lewis Luckenbach* in the steward department. Brother Russell was a native of Portsmouth, Va. Before retiring in 1995, he sailed aboard the *Marine Princess*.

EDUARDO SANTANA



Pensioner Eduardo Santana, 90, died Dec. 4. Brother Santana started shipping with the NMU in 1945. The Puerto Rico-born mariner

worked in the steward department. Brother Santana's first ship was the *Helen Whittier*; his last was the *Santa Elena*. He began his retirement in 1966.

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

Name	Age	DOD
Alexis, Nelson	75	Apr. 24
Anglada, Carlos	80	May 12
Baker, Robert	68	Apr. 6
Bentick, Ronald	92	Apr. 13
Cole, Sam	90	Apr. 2
Coleman, Curtis	76	May 30
Evans, Aaron	73	May 15
Eylders, Gerritt	82	May 5
Ghany, Solomon	88	May 2
Legginton, John D.	79	May 4
Lemkuil, Norman	81	May 21
McBride, James	88	Mar. 15
Phillips, James	77	May 11
Pope, Ruben	79	May 9
Ritchie, Elmer	79	May 14
Romer, Albert	102	Apr. 6
Rosado, Pablo	80	May 17
Stankewicz, Zigmund	83	Apr. 21
Stewart, Freddie	81	Apr. 24
Turner, Noble	76	May 23
Veino, Robert	75	Apr. 25
Wellington, John	73	Apr. 24
Zuloaga, Lucio	88	May 11

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.

CAPE KENNEDY (Keystone Shipping), May 1—Chairman **Donald Byrd**, Secretary **Eddie W. Taylor**, Educational Director **Tran P. Luu**, Deck Delegate **Leandro A. Cacho**, Engine Delegate **Joseph Shepard Jr.**, Steward Delegate **Roberto Martinez**. Chairman advised all members to keep documents current. "You can't sail without them." He also encouraged them to contribute to SPAD for job security. Secretary reminded crew that safety comes first, no matter what the task is. Educational director urged mariners to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Those in need of applications should see the electrician. Beef noted in steward department; no disputed OT. Crew requested new TV antenna system for lounge, 10 fold-away cots and copies of health and pension plans booklets. Vote of thanks given to all three departments for job well done and working well together. Next port: Jacksonville, Fla.

COMMITMENT (Maersk Line Limited), May 24—Chairman **Edward J. O'Connor**, Secretary **Thomas W. Milovich**, Educational Director **Dennis R. Baker**, Engine Delegate **Keithley L. Andrew**. Chairman announced May 28 payoff in Newark, N.J. He asked crew members to clean rooms and see patrolman before departing vessel. Secretary suggested Seafarers clean up after themselves in pantry area and make new pot of coffee if they take the last cup. Educational director informed crew they can renew z-cards up to a year in advance, and it's a good idea to do so because of the long waiting time. No beefs or disputed OT reported. Crew was asked to separate old batteries and aerosol cans from plastics. Suggestions made regarding pension plan. Members requested new recliners in crew lounge. Four new mattresses are on order. Recommendation made

to reduce seatime needed for pension benefits. Thanks given to steward department for excellent job.

DENALI (Alaska Tanker Company), May 8—Chairman **Timothy D. Koebel**, Secretary **Sean O'Malley**, Educational Director **John C. Henry**, Deck Delegate **Dee Poitevien**, Engine Delegate **Corey P. Hann**, Steward Delegate **Dennis Skretta**. Chairman stated he was anticipating new tanker agreement next month; hoping for substantial gains. No beefs or disputed OT reported. Letter from headquarters read and discussed. Suggestion made to eliminate vacation pay and have it incorporated into base pay. Crew members were happy to have Steward O'Malley back aboard ship. They also thanked Chief Cook Skretta for job well done. Request made to keep crew deck doors dogged and not to perform chipping by house from 12 noon to 1 p.m. Clarification requested on whether pumpmen are required to operate winches during mooring operations. Next ports: Valdez, Alaska; Cherry Point and Port Angeles, Wash.

EL MORRO (Interocean American Shipping), May 28—Chairman **Robert T. Grubbs**, Secretary **Jerome Jordan**, Educational Director **Monroe G. Monseur**, Deck Delegate **Janaro N. Jackson**. Chairman announced June 1 payoff in Jacksonville, Fla. He thanked all departments for helping keep ship clean and working safely. Secretary thanked Chief Cook **Antonio Mendez**, SA **Terence Bennett** and UA **Darrell Taylor** for their outstanding work. Educational director urged mariners to keep all documents current and upgrade at SIU-affiliated school in Piney Point, Md. No beefs or disputed OT reported. Steward department given vote of thanks for job well done. Next ports: San Juan, P.R.; Jacksonville.

Bosons on the Brittin



Recertified Bosons Stanley Daranda (left) and Ronald Charles are pictured aboard the USNS Brittin last month in New Orleans. The ship is in ROS status and recently hosted a ceremony conducted by the U.S. Military Sealift Command honoring crew members from several SIU-crewed vessels who sailed in support of hurricane relief operations along the Gulf Coast.

HORIZON CONSUMER (Horizon Lines), May 21—Chairman **Joel G. Miller**, Secretary **Terry L. Allen**, Educational Director **Thomas M. Flynn**. Chairman announced May 23 payoff after arrival in Oakland, Calif. Secretary asked that everyone clean room before departing vessel; this has been a bit of a problem on past voyages. Educational director advised crew to have documents ready when patrolman boards ship. No beefs or disputed OT reported. Members would like information about upcoming contract. Next ports: Oakland; Los Angeles; Honolulu.

HORIZON PACIFIC (Horizon Lines), May 15—Chairman **Steven L. Bush**, Secretary **Robert P. Moseley**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Augustus C. Udan**, Engine Delegate **Haven M. Iussig**, Steward Delegate **Regalado M. Bayan**. Bosun informed crew that ship run will change in January. He stressed importance of donating to SPAD and how it will benefit union and membership. Those getting off ship should leave room clean and supplied with linen for next person. Everyone should check with Customs and Immigration and with the patrolman. Secretary advised Seafarers to take advantage of educational opportunities available at Piney Point school. Treasurer stated \$291 in ship's fund. No beefs or disputed OT reported. Captain thanked crew for great job on sanitary inspection. All crew members were asked to keep noise down while watch stander is sleeping. Thanks given to steward department for good job. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam; Taiwan.

HORIZON RELIANCE (Horizon Lines), May 28—Chairman **Weldon J. Heblich**, Secretary **Brenda M. Kamiya**, Educational Director **Tracy J. Hill**, Deck Delegate **Wilfredo G. Caidoy**, Engine Delegate **Rey D. Farinas**, Steward Delegate **Mercurion Abuan**. Chairman announced payoff at sea prior to arrival in Tacoma if there are no beefs or disputed OT. He stated that current contract expires June 15 and that negotiations for new agreement are in process. Educational director urged mariners to upgrade skills at SIU-affiliated school in Piney Point, Md. and watch expiration dates on MMDs. He also suggested that those retiring should keep z-cards updated or they'll eventually lose their ratings if they decide to rejoin. No beefs or disputed OT reported. Treasurer stated \$750 in ship's fund. Footwear issue was discussed: slippers or open toe shoes should only be worn in rooms. Next port: Tacoma.

ITB MOBILE (USS Transport), May 14—Chairman **Joshua A. Mensah**, Secretary **Virgilio A. Donghit**, Educational Director **Jose M. Ramirez**, Deck Delegate **Carlos A. Arauz**, Engine Delegate **Adam M. Williams**, Steward Delegate **Duane K. Washington**. Secretary informed mariners of pumpman course available at Piney Point school. He thanked crew members for separating wet and dry garbage. Educational director spoke about the benefits of upgrading skills at the Paul Hall Center. No beefs or disputed OT reported. Crew requested clarification on status of crew. Members also requested written answers to questions about health insurance

and deductibles. Next port: Port Everglades, Fla.

MAERSK RHODE ISLAND (Maersk Line Limited), May 16—Chairman **Stephen J. Argay**, Secretary **Army L. Leake**, Educational Director **Christopher J. Kirchhofer**, Deck Delegate **Seth Ruckwell**, Engine Delegate **Ronnie L. Day Jr.**, Steward Delegate **Frank D. McCreary**. Chairman asked members to keep all doors locked and secured in port at all times. Educational director explained new z-card renewal policy (one can apply 360 days in advance of expiration). No

tion made pertaining to medical benefits and union dues. Next ports: Houston; Philadelphia.

USNS RICHARD G. MATTHIENEN (Ocean Ships), May 16—Chairman **Dana Naze**, Secretary **Raymond L. Jones**, Educational Director **Kelly L. Mayo**, Deck Delegate **Eric A. Kjellberg**, Engine Delegate **Tracy L. Hanson**, Steward Delegate **Thomas K. Gingerich**. Bosun read letter from company pertaining to 4 percent base wage bonus to members who complete their tours of duty without sickness or injury. Bonus will be added to

Lending Their Expertise



Seafarers (from left) Gil Manipon, Tom Wybo and Woodrow Brown recently volunteered their services for the Seattle Port Maritime Council's annual labor-management awards luncheon. The event took place May 18 at the Catholic Seamen's Club in Seattle. The port council is part of the AFL-CIO Maritime Trades Department.

beefs or disputed OT reported. Clarification requested on travel pay in the U.S.A. or its territories. Members requested new TV and short wave radio for crew lounge. Seafarers were asked to report anything that needs to be repaired to the 1st assistant engineer. Next port: Sasebo, Japan.

MAERSK VIRGINIA (Maersk Line Limited), May 14—Chairman **Mohammed S. Ahmed**, Secretary **Douglas A. Hundshamer**, Educational Director **Randy D. Clark**, Deck Delegate **Damon Lobel**, Engine Delegate **Sjamsidar Madjidji**, Steward Delegate **Alexander Cordero**. Chairman announced May 20 payoff in New Jersey. Coast Guard and security checks will take place in Charleston, S.C. May 16. He encouraged gangway watches to stay alert when being questioned on procedures by Coast Guard officials. Secretary reported he was left with a good, organized steward department from previous steward. Remembrance held for late Assistant Vice President Steve Judd. He was an asset to the SIU and will be missed. Condolences went out to his family and friends. Treasurer reported new TVs and DVD players recently purchased for crew. No beefs or disputed OT reported. Crew requested new pillows. Vote of thanks given to steward department for job well done. Next ports: Charleston; Norfolk, Va.; Newark, N.J.

OCEAN TITAN (Pacific Gulf Marine), May 20—Chairman **Kyle F. Schultz**, Secretary **Norman S. Bush**, Deck Delegate **Charles B. Collins**. Chairman announced May 23 payoff in Houston. He reminded those crew members getting off ship to place dirty linen in laundry bags and clean room for next person. Educational director urged Seafarers to make sure all documents are current. No beefs or disputed OT reported. Recommendation

vacation check. To receive bonus, crew members must receive form from captain at payoff to be turned in when applying for vacation benefits. Secretary requested clarification on Article V Section 7(e) and Article V Section 12(a) of contract regarding additional personnel aboard ship. Educational director encouraged everyone to contribute to SPAD for job security. He also recommends mariners watch necessary shipping documents for expiration dates. Treasurer stated \$135 in ship's fund. No beefs or disputed OT reported. Crew requested information on how much company is contributing to SMPPP in new contract and whether it will increase over next four years. Bosun reminded crew to sign out DVDs and only take one at a time. Steward department given vote of thanks for great food, especially with 15 extra people aboard. Vessel is scheduled for Operation Pacer Goose in July—the annual resupply mission for Thule, Greenland. Next ports: Wales; Rota and Cartagena, Spain.

USNS SAMUEL L. COBB (Ocean Ships), May 14—Chairman **Aristeo M. Padua**, Secretary **Randy A. Stephens**, Educational Director **James G. Sloan**, Deck Delegate **Christopher J. Keshlear**, Engine Delegate **Steven M. Haver**, Steward Delegate **Randy A. Stephens**. Chairman announced May 21 payoff in Houston. He talked about the 4 percent base wage bonus for completing a tour with no injury or illness. Treasurer stated \$300 in ship's fund. Secretary talked about short training course in personal awareness available for which certificates of completion are given. No beefs or disputed OT reported. Suggestion made to put 4 percent vacation incentive into next contract. No injuries reported in any department; everyone has been participating in all drills and meetings. Next ports: Houston; Key West, Fla.

Letters to the Editor

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

Former Seafarer Recommends New NCL America Cruise

I retired from the SIU and then joined the Masters Mates & Pilots in 1951 after receiving my third mate's license. As an unlicensed quartermaster, I sailed on the *Alcoa Clipper* and then as an officer on the *Alcoa Corsair*. They were good jobs. We carried 98 passengers on 16-day Caribbean cruises.

It was such a pleasure for me and my lady friend to take a cruise on the *Pride of America* last April around the Hawaiian islands. I was able to get acquainted with the captain, officers, crew and other personnel. It



Darley C. Bodden included a copy of his SIU retiring card, dated Sept. 27, 1951.

was so much different from the foreign-crewed ships I've been on since I retired in 1984.

I think it is great that NCL America has two ships and another coming soon to cruise the around the Hawaiian islands. I think everyone on the *Pride of America* is doing a great job, and they all seem to be happy. I would recommend the *Pride of America* to anyone who would like to take a good cruise.

Darley C. Bodden
Port Neches, Texas

Bon Voyage to the Seafaring Hoggies

The last of the "Hoggie" brothers, George Hatgimisios, died May 14, 2006. Kosta (Gus) was the first to start shipping in the 1940s. He was on ships going to Russia and was torpedoed twice.

Then "Hoggie" (John) joined and became a union official in Baltimore. Peter shipped as chief steward, and George joined them when he came out of the Army after serving four years in World War II.

This was truly a seafaring family. All the brothers were cremated when they passed away, and were buried at sea.

Bon voyage to the Hoggie brothers as they sail the celestial seas.

Anna (Mrs. George) Hatgimisios
Coconut Creek, Fla.



From the left: Peter, John, Gus and George Hatgimisios, taken around 1950.

Bravo Zulu for Gordon Transition to FOS

I would like to express my personal appreciation to the Seafarers International Union, and particularly to Georg Kenny and Sam Spain in the Norfolk hall for the excellent effort and outstanding performance of the union in the recent activation of the *USNS Gordon*.

The ships were fully crewed and transitioned to FOS about one day early. The ship not only transitioned to FOS timely but also departed the pier on mission before the end of the 96-hour transition period.

This outstanding performance demonstrates the union's dedication to the security and defense of the United States and solidifies the value of the unions to the nation's security. I would like to thank you and the other members of the SIU leadership team for your outstanding support. Bravo Zulu.

Thank you and congratulations on a fine performance.

Franklin Gary King
President, 3PSC

Thanks from Scholarship Winner - I

My name is Allison Barra and I am a 2002 recipient of the Seafarers scholarship (dependent of Louis D. Barra). I just wanted to express my sincere gratitude to the SIU for all of its help and support over the last four years.

I graduated first in my class at the University of Florida a semester early and have been working at a law firm until this August when I will begin Law School at the University of Virginia in Charlottesville. The scholarship money I received from the SIU allowed me to focus on my studies and perform service in my community while in college.

I was able to volunteer with many organizations such as the Red Cross, St. Francis Homeless Shelter, Project Mascot Youth Mentoring Programs, Keep Alachua County Beautiful and Domestic Violence Shelters as a Service Ambassador. I also had the opportunity to intern with a circuit court judge as part of my curriculum and write a senior honors thesis.

Without the support of this scholarship, I wouldn't have had as much time to truly engage in active citizenship and fully appreciate the "college experience." I

am forever grateful to the generosity of this institution and I hope that this year's recipients are able to fully utilize this resource.

Thank you for your time, and I hope that you we will be able to share my thanks through the *Seafarers LOG*.

Sincerely,
Allison Barra

Thanks from Scholarship Winner - II

The support that the Seafarers Union has provided me has allowed me to graduate without having to take out any school loans in four years. On April 29, I received my bachelor of science in cell and molecular biology at Grand Valley State University.

I have decided to continue my education and have been accepted into the University of Wisconsin at Madison to pursue a Ph.D. in biochemistry and cancer research. Additionally this summer, I will be interning at a cancer research institute until I attend graduate school this fall.

My parents joke that I am a "professional student." Again, the scholarship has been so helpful in lifting an incredible financial burden, and I am thankful to have been so lucky to have been selected to receive it.

Sincerely,
Brittany Stropich
(2002 scholarship recipient, daughter of Steve L. Stropich)

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 pur-

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

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

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

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

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

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

Union Member Rights

Bill of Rights. Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safe-

guards against improper discipline.

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

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

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

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

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

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

Union Officer Responsibilities

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

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

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

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

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

be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

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

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for July through the end of 2006. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 10	August 4
	August 21	September 15
	October 2	October 27
	November 13	December 8
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	August 21	August 25
Lifeboatman/Water Survival	August 7	August 18
	September 18	September 29
	October 30	November 10
Radar	August 7	August 18
Radar Renewal (one day)	August 28	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning July 3, 2006.

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Auxiliary Plant Ops	July 17	August 11
	September 11	October 6
	November 13	December 8
Fast Rescue Boat	July 17	July 21
FOWT	July 17	September 8
	September 11	November 3

Junior Engineer	July 24	October 13
Marine Electrician	October 23	December 15
Welding	July 17	August 4
	September 11	September 29
	October 9	October 27

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (one week) (*must have basic fire fighting)	July 10	July 14
	August 7	August 11
	September 25	September 29
Basic Safety Training - AB	July 3	July 7
	August 14	August 18
	September 25	September 29
	November 6	November 10
Basic Safety Training - FOWT	July 24	July 28
	September 18	September 22
	November 13	November 17
Government Vessels - FOWT	July 17	July 21
	August 7	August 11
	September 11	September 15
	September 18	September 22
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	July 31	August 11
	September 18	September 29
	November 27	December 8
Tankerman (PIC) Barge* (*must have basic fire fighting)	August 7	August 11
	October 16	October 20

Recertification

Bosun	October 9	November 6
Steward	July 10	August 7

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

7/06

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 674 — Graduating from the water survival course are unlicensed apprentices from class 674. They include (in no specific order) Troy Lord, Billie Marshall, Harlan Alonzo, Hospicio Lupisan Jr., Jose Nieves, Jason Manion, Sean Fletcher, Jeff Cesvet, Jerome Liles Jr., Ernest Britt, Wilbur Torres, Jesse Willard, Jack Hill III, Edwin Pagan II, Michael Donovan, Robert Noble, John Chaney, Stephen McGruder and Sargent Anderson.



AB — Receiving certificates for completion of the AB class ending May 12 are (in alphabetical order) Ruben Aguirre, David Bennett, Glenard Chaney Jr., Allan Coloyan, Stephen Cooper, Fred Forsythe, James Gano, Nicole Geideman, Jay Jones, Linsey Knight, Timothy Littles, Marc Maffia, Elmer Marko, Kyle Parson, Renaudo Pierce, Abebe Reda, James Ruffin, Luis Segui, Michael Sherman, Jon Silveira, Alexander Ward and Bruce White. Their instructor, Bernabe Pelingon, is at far right.



FOWT — Graduating from this course May 19 are (in alphabetical order) Heather Bushey, Hanah Cain, John Cox, Jose Deoferio, Roger Dillinger Jr., Justin Jarmalowicz, Stravon Jordan, Roy Martinez, Jimmy McCall, Mario Moralita, Timothy Johnson Jr, Lloyd Riddick, Franklin Rodgers, Devin Savoie, Harry Smith, Jo-Vanii Sprauve, Drandon Tanton, Sanjay Waidyarachchi, Philandar Walton, Richard Wright and Herman Fleischman. Their instructor, Eric Malzkuhn, is at far right.



Lifeboatman/Water Survival — May 25 graduates of the lifeboatman/water survival course include (in alphabetical order) Norman Adler, David Barber, Larry Castaneda, Byron Collins, Isaac Diaz, Jay Jones, Martin Krins, Zlatko Lucic, Malek Mohamed, Juan Palacios, Howard Vick, Eric Vieira and David Warner. Their instructor, Bernabe Pelingon, is at far right.



Chief Cook — Under the instruction of Instructor/Chef John Dobson (third from right) are students who completed the course for chief cooks April 20. From the left are Cesar Santos, Arthur Peoples, Marcia Mossbarger, Alfonsa Eligio, Jermaine Robinson, Dobson, Suyapa Marin and Robert Austin.

Welding — Graduation certificates for completion of the welding course were given May 25 to (in alphabetical order) Steven DeLuca, Arthur Marshall, Rudolph Miller and Barbara Trahan. Their instructor, Buzzy Anderew, is in the back.



Computer Lab Classes



Left: Holding their certificates of achievement for courses completed May 19 in the computer lab at the Paul Hall Center are (from left) John Daniels, Ruben Aguirre and Louis A. Segui. Their instructor, Rick Prucha, stands in the back row.

Right: With instructor Rick Prucha (center, back row) are students who completed their computer courses June 2. They are (front row, from left) Arthur Marshall, David A. Warner, (back row) Joh Phillips, Byron A. Collins and Eric Vieira.



Paul Hall Center Classes



Junior Engineer — Upgrading Seafarers who completed the junior engineer course June 23 are (in alphabetical order) Tawrence Abrams, Marcos Almazon, Rigoberto Beata, Felix Johnfinn, Melissa Leon Guerrero, Douglas Lowry, Forrest McGee, Lamont Robinson, Timothy Sexton, David Simpson, Thomas Swayne Jr. and Kelly Woolford. Their instructor, Jay Henderson, is at far right.



Government Vessels — Phase III unlicensed apprentices completed the government vessels course June 2. They are (in no specific order) Algernon Reed, Jesse Willard, Taufiq Wasel, Wayne Altoonian, Greg Simmons, Jeff Cesvet, Stephen McGruder, Gregory Brown, Edwin Pagan, Antoine Best, Henry Callahan, Gregory Brunson Sr., Allan Coloyan, Bruce White, Fred Forsythe and Robert Waren.



Tanker Familiarization/Assistant Cargo (DL) — Phase III unlicensed apprentices who completed this course May 12 are Jeff Cesvet, Shawana Mills, Antoine Best, Lawanda Thornton, Algernon Reed, Wayne Altoonian, Thomas Jarrett, Lester DeSheers, Claytain Carr, Taufiq Wasel, Jesse Willard, Greg Simmons, Edwin Pagan and Steve McGruder.



Tanker Familiarization/Assistant Cargo (DL) — Another group of Phase III unlicensed apprentices who completed this course May 12 are Morgan Tury, Brendan O'Brien, John Galatioto, Jeffery Novak, Ricardo Former, Scott Bloomfield, Nicholas Gattuso, Jonathan Rodriguez, Gregory Brown, Lawrence Stanley-Dalton, Ronald Byrd, Nicholas Kempker, Orien Nelson, Detrell Lambey, Mathew Alaniz, Aaron Carson and John Chaney.



STCW — NCL, May 25: Marc Alwine, Sidney Babula, Edna Bactad, Elizabeth Bonanni, Gladys Bostic, Marvais Bowers, David Boyce, Jennifer Boyd, Sharon Boyers, Matthew Bruischat, Jennifer Bulin, Rebecca Burns, Todd Cash, Alfonso Castro, Ricardo Castro-Rangel, Paulo Choinski, Andrew Christensen, Paul Clinkscales, Fabio Cristiano, Krista Daigle, Jeremy Darling, Candace David, Juan DeLao, Ryan Deese and Eduardo Diaz.



STCW — NCL, May 25: Rodney Dixon, Robert Dougherty, Haley Anne Dunn, Thomas Ettenborough, Amorita Garcia, Andrew Garcia, Edgardo Gonzales, Chanice Guitang, Hebert Gutierrez, Justin Gwaltney, Mary Hays, Joy Hermann, Christine Jacinto, Danniele Johnson, Tara Jones, Melissa King, Jessie Littlejohn, Luz Lopez, Joetta Lopez-Garcia, Kenneth Lutz, Michael Mandigo, Kelly Manley and Abdellatif Marfouk.



STCW — NCL, May 25: Terisa Marinos, Eduardo Martinez, Ashley Mihelich, Randy Milan, Tifani Obaseki, Nathan Ojeda, Stephen Palmer, Matthew Parker, Robert Patman, Karen Pedicini, Julio Perez, Amanda Perez, Rosario Perez, Natasha Pettigrew, Linda Pierce, Bernard Punu, Armando Quindo, Henry Quizon, Desiree Rafel, Joshua Regala, Andrew Reinhardt, Lindsey Reinig and Kimberly Retuyan.



STCW — NCL, May 25: Jon Perry Corinna Richter, Loni Rosario, Mary Schluck, Kelly Shirey, El Roy Simmons, Melody Sinclair, Jason Skill, Oleg Solovyev, David Taxer, Tifani Thibodeau, Reuben Tobier, Rusty Tolson, Anthony Torres, Filippo Travisany, Andy Wilkerson, Brittany Willard and Donald Zimmerman III. Also included were SIU members Amy Atterbury, Gregory Brunson Sr., Saleh Eladari, Jose Figueroa and Robert Mason. (Note: Not all are pictured.)



**HAPPY
INDEPENDENCE DAY
JULY 4, 2006**

At Home in the Port of San Juan



After completing a tour of duty on the *Horizon Hawaii*, Chief Cook Jorge Salazar is ready for 60 days vacation.



Jesse Cintron takes the oath of allegiance to the union and receives his deep sea full book.



Victor Rios (right) shows Port Agent Amancio Crespo his certificate of achievement from a course he took at the Paul Hall Center.



A general basic awareness course was held in May at the San Juan hall. Conducted by Mitch Oakley, an instructor from the Paul Hall Center, and VP Gulf Coast Dean Corgey, members found the course material very interesting.



Juan Rebollo shows off his first inland pension check at the SIU hall in San Juan. With him is Port Agent Amancio Crespo.

When not shipping out, the San Juan hall is a great place to stay in touch with fellow Seafarers. From the left are AB Abel Vasquez, AB Larry Castaneda, Bosun Ilyja Ledesma, Bosun Jaime Baretty and QMED Armando Garayua.

Safety First on the Capt. Hagen



Penn Maritime's ATB tug *Capt. Hagen*, with its barge *Key West*, anchored in the river just north of New Orleans last year after the hurricane. The 6,000 horsepower tug is 123 feet long. Together with its barge, the unit carries petroleum products and has a 140,000 barrel capacity.

Each crew member had an opportunity to practice handling all the equipment during a recent fire and boat drill. From the left are AB Steve Thompson, Mate Lou Barra (who sent these photos to the LOG) and AB/Tankerman Archie Bodden.



Receiving their first pension checks from Port Agent Amancio Crespo are . . .



. . . Angel Garcia



. . . Bosun Wilson Garcia

Receiving their books from Port Agent Amancio Crespo are . . .



. . . Chief Steward Juan Vallejo



. . . Bosun Jaime Baretty