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The Seafarers Log

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MTD Speakers' Message:

U.S. Merchant Marine More Vital than Ever



The U.S. Merchant Marine remains a crucial part of America's national and economic security, according to representatives from the administration, Congress, the military and the labor movement who spoke at the recent meetings of the Maritime Trades Department, AFL-CIO executive board in Las Vegas. Those speakers included (left photo, from left) AFL-CIO President John Sacco, being welcomed by MTD and SIU President Michael Sweeney; U.S. Transportation Secretary Norman Mineta (above, left), and Gen. John Handy (right), commander, U.S. Transportation Command. Pages 3, 8, 9.



Car Carrier Christened

The SIU last month welcomed new shipboard jobs when the car carrier *Jean Anne* was christened in San Diego. The vessel is owned by Pasha Hawaii Transport Lines, a joint venture between The Pasha Group and Strong Vessel Operators. Page 2.



Seafarers Crew Up LMSRs

SIU members last month crewed up the *USNS Shughart* in Norfolk, Va., signaling the start of turnover of nine military support ships to SIU-contracted American Overseas Marine Corporation (AMSEA). Below (from left), AB Mark Marcus and Recertified Bosun Mike Presser inspect a First Aid station on the *Shughart*. Page 3.



ANWR Update

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Snapshots from Pride of Aloha

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President's Report

Federation Solidarity

When I opened the Maritime Trades Department, AFL-CIO executive board meeting in late February, I emphasized the many things that are good about unions and organized labor as a whole.



Michael Sacco

It's an important message—one that I share with you here in the hopes of setting the record straight when it comes to proposals that are being made to restructure parts of the AFL-CIO, the national federation of trade unions.

First of all, I support AFL-CIO President John Sweeney, along with Secretary-Treasurer Rich Trumka and Executive Vice President Linda Chavez-Thompson. I believe in their leadership and their integrity. They have done a good job on behalf of America's working families and the federation's member unions, including the SIU.

No one claims that we don't have room for improvement within organized labor. That's true of any association, really.

But at times like this, I strongly believe that we must stick together and work together for progress. On many fronts, union members and other workers are facing enormous challenges. Our solidarity is one of our greatest resources.

The individual unions within the AFL-CIO may not agree on every issue, but I believe we share plenty of common ground and we're all pulling in the same direction. We're working to improve. We're examining ways to become more efficient. We're all speaking up and we're all being heard.

In our own industry, we know firsthand the value of solidarity. The waterfront battles between the SIU and the NMU were legendary ... and costly. Since we've come together as one union, we have grown and become stronger.

With that in mind, let's not lose sight of the many great things about the labor movement, and what we're capable of when we work together.

As I mentioned at the MTD meetings, the things that have always made unions worthwhile are still true today. Unions give workers a real voice on the job. We stand up to protect the rights of our members and their families. We give back to our communities. And you better believe we answer the call.

And as President Sweeney stated at those same MTD meetings, "Unity is our greatest asset. That does not mean we should avoid debate, but there can be no real solution that undermines the unity of working people."

When you get right down to it, labor's essential goals haven't changed. At some point you may have read or heard the words of Samuel Gompers, the first president of the old American Federation of Labor. His memorable answer to the question of what labor wants included "more schoolhouses and less jails, more books and less arsenals, more learning and less vice, more constant work and less crime, more leisure and less greed, more justice and less revenge, more of the opportunities to cultivate our better natures."

That's still what unions are all about—improving the lives of members and their families. As the federation works through this period of self-examination, it's important to also keep an eye on our original—and ongoing—goals.

Recognition for Mariners

I encourage all Seafarers to read about the MTD meetings in this issue of the *LOG*. In particular, I call your attention to the many kind words that were said about the U.S. Merchant Marine.

It's always encouraging to know that others understand and appreciate the importance of our role as America's fourth arm of defense. But when that appreciation comes from high-ranking officials from the military, the administration, Congress and the labor movement, it's especially uplifting.

You have played an exceptional role in helping earn such a good reputation for the entire U.S. Merchant Marine. You deserve the credit, and I know you'll keep up the good work.

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New Car Carrier Jean Anne Joins SIU-Contracted Fleet

Seafarers will crew all unlicensed positions aboard the new car carrier *Jean Anne*, which was built to serve in the Jones Act trades between the U.S. mainland and Hawaii.

Owned by The Pasha Group of

Corte Madera, Calif., and operated by Interocean Uglund Management, the vessel was christened March 21 in the port of San Diego's National City Marine Terminal.

"This is a new addition to the

SIU-contracted fleet, and as always I'm completely confident in the dedication and professionalism of the Seafarers who will sail aboard her," said SIU Vice President Contracts Augie Tellez, who attended the christening along with SIU Vice President West Coast Nick Marrone.

"After five years of hard work, Pasha Hawaii is eager to announce the christening and inaugural voyage of the *Jean Anne*," George Pasha IV, president of Pasha Hawaii Transport Lines, told reporters days before the christening. "The *Jean Anne* exceeded everyone's expectations during sea trials.... The *Jean Anne* is a reflection of the hard work and determination on the part of many people, and we look forward to her ably serving the Hawaii trade for many years to come."

Designed and built to transport more than 3,000 American-sized vehicles and other rolling stock from the West Coast to the Hawaiian Islands, the *Jean Anne* has a 579-foot roll-on/roll-off platform and can travel at speeds approaching 20 knots. Its stern ramp is capable of handling up to 100 tons as vehicles are driven on and off. The vessel will make stops in Honolulu; Kahului, Maui; Hilo; and Nawiliwili, Kauai, which will reduce about a week of shipping time for the neighbor islands, according to Pasha.

The ship was built by Halter Marine at its Pascagoula, Miss. facility.



The SIU-contracted *Jean Anne* has 10 decks and weighs 13,000 deadweight tons. The ship can transport 3,000 vehicles plus other rolling stock, household goods and containers.



Matson Orders 2 More Ships From Kvaerner Philadelphia

Seafarers-contracted Matson Navigation Co. on Feb. 24 announced plans to purchase two more ships from Kvaerner Philadelphia Shipyard, Inc.

The vessels are part of a planned \$365 million investment in ship, container and terminal assets that will be used to launch a new Guam and China service. The new service is scheduled to start in February 2006.

The new vessels will be similar in capacity, speed and operating efficiency to Matson's Seafarers-crewed *MV Manukai* and *MV Maunawili*. Both were built by Kvaerner Philadelphia; they entered service in 2003 and 2004, respectively.

According to Matson, the new builds are expected to be delivered and placed in service by July 2005 and June 2006 at an estimated combined cost of \$315 million. The company has the option to time charter these vessels in lieu of purchasing them. It also will have a right-of-first-refusal with the shipyard for up to four other containerships of similar design that are deliverable before June 2010.

The company also noted that both new ships by mid-2006 will be deployed in an integrated weekly West Coast-Hawaii-Guam-China service together with three of the company's most efficient diesel-powered containerships. The planned routing will



The third ship under construction at Kvaerner Philadelphia Shipyard, the *Manulani*, is a Philadelphia Class CV2600 containership under contract with Matson. Last month, the ship was floated in preparation for its final outfitting prior to delivery.

include port calls at Long Beach, Honolulu, Guam and two ports in China.

"These new ships, coupled with our other two new KPSI vessels, will ensure that Matson continues to provide Hawaii with efficient, dependable ocean transportation services for decades to come," said James Andrasick, Matson president and CEO.

Matson in recent years has been modernizing its fleet, retiring older steam-powered vessels to improve fuel and operating efficiencies. With the addition of the two newest ships, the average age of Matson's active container-

ship fleet will be a relatively young 14 years.

"Matson is very satisfied with the performance of the first two KPSI-built vessels that are now part of the company's Hawaii service," added Andrasick. "We are confident that these additional two KPSI ships will further enhance the overall quality and operating efficiencies of the Matson fleet."

Matson provides ocean transportation, intermodal and logistics services in U.S. domestic markets. Matson is a wholly owned subsidiary of Alexander & Baldwin, Inc. of Honolulu.

'We Are a Maritime Nation'

MTD Speakers Affirm Need for Strong U.S. Fleet

The U.S. Merchant Marine remains a vital part of America's national and economic security, according to representatives from Congress, the administration, the military and the labor movement who spoke Feb. 24-25 at the meetings of the Maritime Trades Department, AFL-CIO executive board in Las Vegas.

Additionally, the guest speakers as well as MTD President Michael Sacco, who also serves as president of the SIU, covered other important topics including the health care crisis, the right to organize, support for U.S. troops, port security, domestic shipbuilding, fair trade, potential reforms within the AFL-CIO and more.

The MTD includes 29 international unions (including the SIU) and 24 port maritime councils in the United States and Canada representing approximately 6.5 million working men and women.

Sacco opened the meetings by reminding audience members about some of the labor movement's key accomplishments. He noted that despite current challenges faced by organized labor, "The bottom line is that the things that have always been

good about the labor movement are still good today. Unions do more good for more working families than any other organizations out there."

Addressing the executive board were (in order of appearance) Gen. John Handy, commander, U.S. Transportation Command; John Jamian, acting administrator, U.S. Maritime Administration; U.S. Rep. Shelley Berkley (D-Nev.); Steven Blust, chairman, Federal maritime commission; U.S. Rep. Bennie Thompson (D-Miss.); Sheila McNeill, president, Navy League of the United States; AFL-CIO President John Sweeney; U.S. Transportation Secretary Norman Mineta; U.S. Rep. Norm Dicks (D-Wash.); U.S. Rep. Loretta Sanchez (D-Calif.); and U.S. Rep. William Jefferson (D-La.).

Secretary Mineta stated, "We are a maritime nation, and the maritime industry is essential to our economic strength, to our productivity and to the creation of American jobs."

Board members approved 16 policy statements addressing issues and programs including the Employee Free Choice Act, the U.S. Maritime Security Program (MSP), port-generated air pollution, chas-



MTD and SIU President Michael Sacco (right in both photos) welcomes U.S. Transportation Secretary Norman Mineta (left) and Gen. John Handy, commander of TRANSCOM, to the MTD executive board meetings in Las Vegas. Secretary Mineta, General Handy and other speakers noted that America's national security is enhanced by maintaining a strong U.S. Merchant Marine.

sis safety, support for Miami's truck drivers, the right to collective bargaining, and other labor and maritime topics.

Several of the speakers pointed out union members continue playing important roles in Operations Iraqi Freedom and Enduring Freedom. As President Sacco observed, "During the past three years, at least 20,000 union members have been called up as reservists in the war in Iraq. At the same time, more than 4,000 members of our maritime unions have loaded and transported materiel to support our troops

in the Persian Gulf.

"No matter our individual feelings about the political aspects of Operation Iraqi Freedom, I know that all of you join me in supporting our troops and particularly supporting our union brothers and sisters who are serving overseas."

Secretary Mineta, President Sweeney and the Congressional representatives all conveyed strong support for the MSP and for other laws that promote a vibrant U.S.-flag fleet.

More College Credits Approved For Paul Hall Center Courses

American Council on Education Okays 24 Classes

Students who complete certain classes at the Paul Hall Center for Maritime Training and Education may receive college credits, thanks to a recent successful evaluation by the American Council on Education (ACE).

The council recently approved 24 Paul Hall Center courses for college credits—by far the largest number of classes approved at once by ACE for the Piney Point, Md.-based school.

"This review benefits all of our students by providing increased educational opportunities," noted Paul Hall Center Director of Training Bill

Eglinton.

ACE reviewed courses offered in the unlicensed apprentice program as well as classes for mariners sailing in the deck, engine and steward departments, respectively.

For the past 30 years the Paul Hall Center has utilized the benefits provided by the ACE College Credit Recommendation Service. Generally, this involves having ACE assess new or rewritten curriculums at the school as they become available.

In December 2004, a team of four "content experts," selected from college faculty, reviewed

three courses in the steward department program. Then in January, five college professors reviewed 21 additional courses during a two-day evaluation at the Paul Hall Center.

As a result of these ACE reviews, the school has re-approved or added about 85 possible credits to its instructional program. For most of these courses, ACE determined that the training is comparable to college-level coursework and has made college credit recommendations accordingly.

Continued on page 6



Pictured at the Paul Hall Center earlier this year following the ACE review are (from left) Bill Eglinton, the center's director of training; Lois Stephenson, curriculum development, Paul Hall Center; Dr. George DeSain, Western Carolina University; Don Nolan, vice president, Paul Hall Center; Dr. Ronald Johnson, Old Dominion University; Dr. Celeste Sichenze, Northern Virginia Community College; Dr. James R. Sherrard, Three Rivers Community Technical College; Captain Lee A. Kincaid, American Council on Education; and Edward Fitzgerald, academic coordinator, Paul Hall Center.

Seafarers Continue Crewing Up LMSRs

SIU Climbs Aboard Shughart; More to Follow

Seafarers last month crewed up the *USNS Shughart* in Norfolk, Va., signaling the start of the turnover of nine military support ships to SIU-contracted American Overseas Marine Corporation (AMSEA).

As previously reported, AMSEA last fall was awarded an operating agreement for nine large, medium-speed, roll-on/roll-off vessels (LMSRs), including the *Shughart*. Transfer of the operation had been delayed

because of protests by the previous operator. However, the protest to the Government Accountability Office was withdrawn, and the *Shughart* signaled the start of the turnover that is expected to be completed no later

than early this summer.

Seafarers already are sailing aboard two other LMSRs—the *USNS Gordon* and *USNS Gilliland*—whose separate contract award to 3PSC, LLC was announced at the same time as AMSEA's.

"Since the awards were first delivered by the Military Sealift Command (MSC), the union expected all along that SIU members would man these ships," noted SIU Vice President Contracts Augie Tellez. "That's exactly what's happening, and it means additional jobs for the SIU."

AMSEA will operate the seven Bob Hope-class ships and two converted vessels. The Bob Hope ships are the *USNS Benavidez*, *USNS Bob Hope*, *USNS Brittin*, *USNS Fisher*, *USNS Mendonca*, *USNS Pililaau* and *USNS Seay*. The converted ships are the *USNS Shughart* and *USNS Yano*.

Both AMSEA's and 3PSC's operating agreements in effect are

four years apiece. Officially they are four one-year agreements renewable each year.

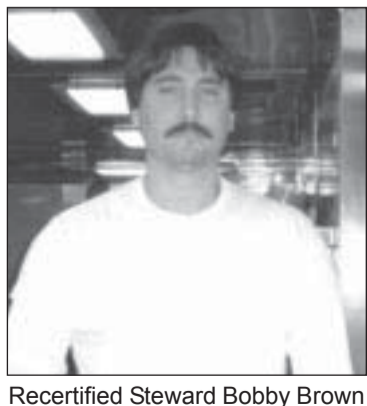
The *Seay* and the *Mendonca* tentatively are slated for turnover this month, followed by the *Yano*, *Bob Hope* and *Fisher* in May, and the *Benavidez*, *Brittin* and *Pililaau* in June. The turnover may be moved up.

The Bob Hope ships were built at Avondale in New Orleans, with delivery dates ranging from 1998 to 2003. The *Shughart* and *Yano* were converted at NASSCO in San Diego, while the *Gordon* and *Gilliland* were converted at Newport News (Va.) Shipbuilding. The converted vessels formerly were containerships; all were delivered to MSC by late 1997.

MSC cites two key missions—prepositioning and surge sealift—for its LMSRs, including eight Seafarers-crewed Watson-class vessels. The ships vary in length from about 900 feet to approximately 950 feet.



AB Emanuel Wabe mans the *Shughart's* gangway.



Recertified Steward Bobby Brown recently signed on aboard the *USNS Shughart*.



OMU Melvin Grayson enjoys another hearty meal on board the *USNS Shughart*.

Safety Training Pays Off For Seafarers on Kenai

Safety training and professionalism paid off for Seafarers and officers aboard the tanker *Kenai* as they quickly extinguished a shipboard fire while the vessel was tied up at the Valdez (Alaska) Marine Terminal.

No one was injured in the Jan. 22 incident, which began when a backup diesel generator ignited.

"The crew reacted phenomenally well," said Captain Richard Holman, master of the *Kenai*. "You couldn't ask for a better bunch of people to work with."

Bosun **Alvin Martin** said the fire "was in a potentially bad spot, but everybody mustered on time, suited up and was ready. Everybody was right there. What impressed me was that we had guys who were volunteering to take care of it. It wasn't like anyone had to say, 'You go.' People were really willing."

Every indication is that the fire essentially was unavoidable and that no one was at fault.

SIU members sailing on the Alaska Tanker Company vessel at that time were Bosun Martin; ABs **Woodrow Brown**, **Ramon Guimba**, **Joshua Kirk**, **Robert Odmak**, **Estella Synder** and **Edward Boyd**; QMED/Pumpman **Odilio Evora**; 2nd Pumpman **Orlando Guzman**; Engine Utilities **Romualdas Videika** and

Criseldo Espinosa; DEUs **Emmanuel Bayani** and **Edward Tanaka**; Steward/Baker **Dorothy Odoms**; Chief Cook **Self Salvation**; SA **Nagi Saeed**; and Unlicensed Apprentice **Courtney Sacks**.

Fourteen of those 17 Seafarers have completed at least one safety course at the SIU-affiliated Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. All of them took part in regular shipboard safety drills on the *Kenai*.

The bosun said the training and drills "definitely" played a big part in the mariners' efficient response. "We do so many drills out there, we know what we can do and can't do," Martin stated. "In this case, we knew right away it was something we could handle. We were in touch with the bridge, and we had a (written) fire plan on board, which was a great assistance."

"For that final decision to use the CO₂, we just wanted to make sure that when we did it, everything was safe and everything would work," he added. "It was textbook—kind of like when you go to a fire fighting school and they light off a fire."

The ship had just finished discharging its ballast water and hadn't started cargo operations

when a power failure provided the first indication of trouble. Holman noted that the fire quickly was identified and the alarm was sounded as smoke began coming out of an engine room vent on the starboard side.

The ship's emergency response team was suited up and ready in about five minutes. A local fire fighting crew arrived but basically stayed on the perimeter and served as consultants.

Holman said the mariners

quickly realized that the fire was "too overwhelming" to initially combat with portable equipment. They then sealed the 15-by-15-foot room where the fire was located and used the fixed CO₂ system, followed by portable extinguishers.

"We attacked the fire in teams of two," recalled the captain. "There was no apprehension on anyone's part. They entered the space and extinguished the remaining fire, changed out their equipment and did a great job."

The local firemen complimented the *Kenai* mariners afterward, noting their focus and proper handling of the equipment. "It's good to hear that from an outside source," said Holman.

Martin has sailed for 30 years and never had faced a shipboard fire. He said that his confidence in his fellow crew members was reflected in a calm feeling not only during the emergency, but afterward.

"If you've ever had a close call when you're driving—you barely avoid being in an accident—you know that your adrenaline really starts pumping right after that, as you're replaying it in your mind" Martin said. "I didn't have that feeling at all (on the ship) because I knew from the beginning it was something we could handle."

Senate Votes in Favor Of ANWR Exploration

The U.S. Senate last month voted by 51-49 to retain language in the Fiscal Year 2006 Budget Resolution calling for oil and gas exploration in the Coastal Plain of the Arctic National Wildlife Refuge (ANWR).

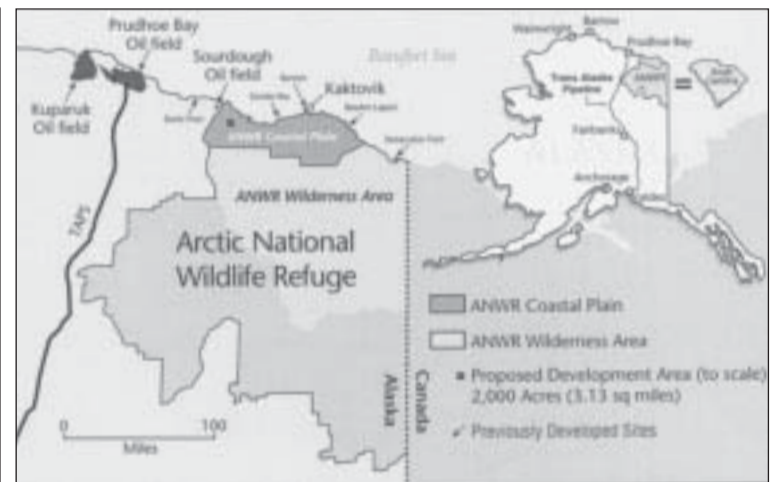
The mid-March vote made front-page news across the country, though additional legislative hurdles must be cleared before ANWR exploration becomes a reality. The Senate's Budget Resolution now must be reconciled with the House version (which also passed last month). Then, the Senate Energy and Natural Resources Committee and the House Resources Committee must approve measures spelling out details for ANWR development.

According to news reports, it may take seven to 10 years before oil begins flowing from the Coastal Plain.

Nevertheless, the Senate vote was welcomed by the administration and by pro-exploration groups including the SIU and other unions.

"The SIU strongly believes that safe exploration of ANWR's Coastal Plain will create good jobs for Americans and also lessen our nation's dependence on foreign oil," said Terry Turner, the union's political director. "The case for safely opening ANWR is extremely strong, and our union supports energy policies that boost America's national and economic security."

A week before the vote, citing



The Coastal Plain is a relatively small part of the Arctic National Wildlife Refuge, as illustrated in this map from the Alaska Department of Natural Resources.

potential domestic job growth and increased economic independence for America, officers and representatives from several trade unions (including the SIU) reaffirmed their support of energy policies that promote those goals. U.S. Interior Secretary Gale Norton met with officials from the SIU, Carpenters, Iron Workers, Laborers, Operating Engineers, Teamsters and United Association unions as well as from the AFL-CIO Building and Construction Trades Department. They discussed ANWR and other energy-related issues that impact America's working families.

Vincent Giblin, general president of the Operating Engineers, stated, "We in the Operating Engineers support a diverse ener-

gy bill in order to strengthen America's energy options, including oil and gas development in the Arctic National Wildlife Refuge. Such legislation would have tremendous potential job growth for Operating Engineers."

According to Arctic Power, a non-profit coalition that favors safe exploration of ANWR, opening the Coastal Plain would create at least 250,000 jobs and possibly as many as 735,000. That's despite the fact that only 2,000 acres within ANWR's 19.6 million acres would be considered for exploration. (A typical U.S. airport generally would be about five times larger than the proposed exploration area.)

The Interior Department estimates that the Coastal Plain may contain up to 16 billion barrels of recoverable oil, easily making that area America's most likely location for substantial oil and gas discovery.

Following the March 16 vote, Senate Energy and Natural Resources Committee Chairman Pete Domenici (R-New Mexico) stated, "I recognize that the vote today is the first of several votes this year regarding ANWR. I will continue working toward the opportunity to develop our greatest onshore oil reserve."

According to government estimates, oil companies would be able to pump nearly 1 million barrels a day from the refuge. The U.S. uses about 7 billion barrels of oil per year.

Health Care Still a Hot Topic In Negotiations, Job Actions

The rising costs of medical benefits remained a prime subject in union contract negotiations and job actions across the nation last month.

A small sampling:

■ In Marietta, Ga., 2,800 members of International Association of Machinists Local 709 in mid-March ended a week-long strike. Their new contract calls for wage increases and a signing bonus but also increases health care and retirement insurance premiums, according to news reports.

■ In Westchester County, N.Y., more than 550 bus drivers who are members of the Transit Workers Union went on strike early last month. The company is demanding that the drivers increase the amount they pay for coverage and health care. Press accounts reported that members already have agreed to boost the amount they pay each week to maintain their premium and also to increase their co-payments for prescription drugs and doctor visits.

■ In Detroit, members of the United Auto Workers were bracing for a possible request by General Motors Corp. to reopen the existing contract covering the workers. A local UAW official told a Detroit newspaper that the union believes its members will be asked to pay more for their health insurance.

Last year, the company reportedly spent \$5.2 billion on health

insurance. That figure is expected to jump to \$5.6 billion this year.

■ In Collinsville, Ill., the unions representing the town's police force and civilian workers have asked for mediation to resolve contracts that expired as far back as December 2003. Once again, the rising costs of health care are considered a main point of contention in the effort to secure new contracts.

The police officers already share the costs of their coverage.

As previously reported, in terms of coverage and cost, the state of American health care is worsening by the day. The labor movement has been an active but hardly isolated voice in pointing out that the health care crisis threatens to crush the U.S. national economy if solutions aren't applied.

According to the most recent estimates, 45 million Americans have no health insurance whatsoever, while on average 6,000 more Americans lose their coverage every day. The costs of insurance premiums alone have increased by double digits every year for the last four years, to say nothing of the expense of actual medical care.

Less than a quarter of those Americans who have insurance don't have to pay out-of-pocket costs simply to carry the coverage. Among those people, only 8 percent don't have to pay for dependent coverage.

Benefits Conferences Begin in April

Officials from the Seafarers Health and Benefits Plan (SHBP) will conduct benefits conferences in April at a number of SIU halls. All active members, pensioners and their spouses are invited to the sessions, which will provide an update on the latest happenings with the various Plans.

The locations and dates are as follows: Piney Point (joint conference including Baltimore), April 4 (Monday); New York, April 5 (Tuesday); Philadelphia, April 6 (Wednesday); Norfolk, April 8 (Friday); Wilmington, April 18 (Monday); San Francisco, April 20 (Wednesday); Tacoma, April 22 (Friday); Houston, April 25 (Monday); New Orleans (joint conference including Mobile), April 26 (Tuesday); Jacksonville, April 28 (Thursday).

Please note that the conferences in Piney Point, New York, Philadelphia, Wilmington and Tacoma will immediately follow the membership meetings at those halls. All other conferences will begin at 10:30 a.m.

Union Speaks Out About Towing Vessel Inspections

In the recently enacted Coast Guard and Maritime Transportation Act of 2004, the Congress directed the U.S. Coast Guard (USCG) to add towing vessels to the list of craft subject to inspections, and to consider establishing a safety management system appropriate for towing vessels.

The USCG, during a series of meetings held recently in selected cities around the country, sought public and industry involvement as they considered how to proceed.

SIU Vice President Great Lakes Thomas Orzechowski on Feb. 17 attended one of the public meetings in St. Louis. During that gathering, Orzechowski presented the SIU's position on the towing vessel inspection issue.

"We were the only labor body to make an appearance and make a statement," Orzechowski said. "About 99 percent of those who attended the meeting represented shipowners and other components of the maritime industry besides labor."

In part, Orzechowski told those assembled, "First and foremost, the SIU welcomes this legislative mandate that has been characterized as the most significant federal action affecting the towing industry since 1972, when towboat operations were required to be licensed. If implemented as intended by Congress, the SIU believes that the inspection requirement will go a long way in improving overall safety on tugs and tows on the inland rivers and coastal waterways.

"The SIU unalterably disagrees with the interpretation of the law by many in the towing industry and perhaps, the Coast Guard itself, that the establish-

ment of a safety management system will satisfy the requirement for towing vessels inspections. Although we support the establishment of safety management systems for the towing industry as a supplement to vessel inspections, the SIU believes that such a system will not meet Congressional intent and spirit of the law.

"This position was recently validated by Representative James Oberstar (D-Minn.), ranking member of the House Committee on Transportation and Infrastructure in a trade magazine interview, as he rendered his belief that the inspection of towing vessels will have to meet the same legal standards that govern inspections of other classes of vessels. In fact, he stated 'in bringing towing vessels under inspection, Congress made no changes to the scope or type of inspection required.' Further, as reported in the publication, according to the congressman, by law, either the Coast Guard or a classification society with inspection authority will have to inspect towing vessels to ensure compliance and issue a five-year certification of inspection ... and in between these inspections, the Coast Guard could oversee a safety management system to make certain repairs and maintenance work are conducted properly."

He continued, "The SIU contends that the level of safety for our members working on uninspected towing vessels must be elevated to the same level found on inspected vessels of comparable size and horsepower. This will certainly occur as all towing vessels begin a physical inspection process.

"The SIU will be submitting detailed comments to the docket on this most important issue. We look forward to working with the Coast Guard and the towing vessel industry to develop meaningful, safety-oriented towing vessel inspection regulations that will meet Congressional intent, the needs of the industry and enhance the health and workplace safety of our mariners."

Issues that are of specific concern to the USCG, and for which input was requested, include:

- Towing vessels of a certain size (300 or more gross registered tons) are already inspected vessels and are subject to a variety of existing requirements. Should the USCG use any of these existing standards (or standards for other types of inspected vessels) for incorporation into the new regulations regarding the inspection of towing vessels? If so, which regulations or standards should be incorporated into these new regulations?

- Title 46, United States Code, specifies the items covered with regard to inspected vessels including lifesaving, firefighting, hull, propulsion equipment, machinery and vessel equipment. However, the legislation that added towing vessels to the list of inspected vessels, authorized that the USCG may prescribe different standards for towing vessels than for other types of inspected vessels. What, if any, different standards should be considered with regard to inspected towing vessel requirements from other inspected vessels?

- Towing vessels vary widely in terms of size, horsepower, areas of operation, and type of operation. Under what circumstances, if any, should a towing vessel be exempt from the requirements as an inspected vessel?

- Should existing towing vessels be given time to implement requirements, be "grandfathered" altogether from them, or should this practice vary from require-



SIU VP Great Lakes
Tom Orzechowski

ment to requirement?

- Should existing towing vessels be treated differently from towing vessels yet to be built?

- The same act that requires inspection of towing vessels authorizes the USCG to develop a safety management system appropriate for the towing vessels. If such a system is developed, should its use be required for all inspected towing vessels?

- Examples of existing safety management systems include the International Safety Management (ISM) Code. If a safety management system is used, what elements should be included in such a system?

New National Maritime Security Group Analyzes Port, Shipboard Safety

The National Maritime Security Advisory Committee (NMSAC) from March 3-4 conducted its first meeting in Alexandria, Va.

The conference partly served as a get-acquainted forum for the newly created body's 20 charter members, including Bill Eglinton, director of training at the SIU-affiliated Paul Hall Center for Maritime Training and Education in Piney Point, Md. Several top officials from Department of Homeland Security agencies including the U.S. Coast Guard also were in attendance.

A series of briefings then took center stage. Presentations were given on the Commercial Operations Advisory Committee, Sector Coordinating Councils, and credentials. The status of the nation's ports, towing issues to include towing vessel inspections, and probable agendas for future International Maritime Organization meetings also were addressed.

Several noteworthy facts surfaced during the presentations involving U.S. ports:

- There are 3,500 different port facilities in the United States.

- An estimated 9,500 American-flag vessels (inspected and uninspected) utilize these ports annually.

- Some 8,000 foreign-flag vessels also enter and exit these same ports on a yearly basis.

- These ports account for about \$750 billion to the U.S. economy each year.

Once each of the gathering's agenda topics had been ad-



USCG photo by PA1 Mike Hvozda
The Coast Guard cutter *Hawser* steams up the East River near lower Manhattan during a Homeland Security patrol last month.

ressed, the committee decided to form the following four working groups: credentialing, communications, immigration and consistency.

The DHS in January established the NMSAC under the U.S. Coast Guard. Its mission is to provide advice to the DHS via the Coast Guard on matters such as national maritime security strategy and policy, actions required to meet current and future security threats, international cooperation on security issues, and security concerns of the maritime transportation industry as mandated by the Maritime Transportation Security Act of 2002.



USCG photo by PA3 Prentice Danner
Petty Officer Frederick Leland and his K-9 counterpart Asia search a tanker vessel for explosives in the Port of Long Beach, Calif. on Feb. 23.

Senator Trent Lott Chairs Maritime Subcommittee

U.S. Senator Trent Lott (R-Miss.) in early February was appointed chairman of the Surface Transportation and Merchant Marine Subcommittee under the Committee on Commerce, Science and Transportation.

The Surface Transportation Subcommittee has the most extensive jurisdiction of any of the Commerce Committee's 10 subcommittees with authority over automobiles, trucks, railroads, Amtrak, maritime and ports, driver safety, transportation of hazardous materials, pipelines and transportation research.

Lott, who chaired the Aviation Subcommittee in the 108th Congress, said that he welcomed the responsibility of overseeing improvements in the administration of highway, rail and maritime transportation and safety.

"One of our first priorities will be the reauthorization of the trucking and automobile safety titles in the overdue highway bill," Lott said. "It's vital that these programs have the stability



Senator Trent Lott
(R-Miss.)

of being renewed in a multi-year reauthorization so that the states can get to work on their implementation."

The senator said the subcommittee also would be looking at freight rail and railroad safety issues early in this Congress. "Port security also continues to be an issue, and we want to make certain that our ports aren't vulnerable," he noted.

USNS Roy Wheat Crew Donates to Marine Charity

Crew members and officers from the Seafarers-contracted *USNS Roy Wheat* recently donated money to a non-profit group benefiting the families of wounded U.S. Marines.

The crew donated \$1,000 in honor of the ship's namesake to the Injured Marine Semper Fi Fund, a non-profit organization that "provides grants to the families of wounded Marines and Sailors who are struggling to make ends meet while helping their injured loved one recover," the U.S. Military Sealift Command reported.

The *USNS Wheat* is one of MSC's 16 civilian-crewed, non-combatant Maritime Prepositioning Ships that boost combat readiness by strategically prepositioning U.S. Marine Corps combat cargo and equipment at sea. The SIU-crewed ship is named for Lance Cpl. Roy M. Wheat, who received the Medal of Honor for sacrificing his life to save the lives of two of his fellow Marines while serving in Vietnam.

The 864-foot ship is operated by Keystone Shipping Co. for MSC. The crew received a \$1,000 cash award from Keystone for conducting accident-free operations throughout the past year.

Instead of purchasing items such as exercise equipment and books to improve the quality of life aboard ship, the *Wheat's* 31 mariners voted unanimously to donate the cash award to the Injured Marine Semper Fi Fund.

MSC quoted the ship's captain as expressing "a certain kinship with the Marines we serve."

The decision to donate to the Marine Corps fund was reached while the vessel was in a shipyard in Mobile, Ala., according to the company. Those participating in the decision included the following SIU members: Bosun **Charlie Haggins**, Electrician **Frank Michalski**, Storekeeper **Anthony Simon**, Demac **Renee Vasquez** and Steward **Emmanuel Zephyr**.



The SIU-crewed *USNS Roy Wheat* is part of the Military Sealift Command's fleet of prepositioning ships.

College Credits Approved for PHC

Continued from page 3

The Paul Hall Center's Academic Department reported that eight credits (total) were recommended for five of the unlicensed apprentice courses.

The steward department courses reviewed were the Advanced Galley Operations and Chief Steward classes that resulted in the recommendation of 10 additional credits in that department. The Galley Operations and Certified Chief Cook programs were reviewed in 2001.

Chef John Hetmanski, an instructor at the school, expressed his pleasure that now all of the courses in the steward department have ACE credit approval and can provide new educational opportunities for members of the department.

In the deck department, 19 credits were approved, 10 of which are new. The deck department courses reviewed were Tanker (PIC) Barge (DL), Specially Trained Ordinary Seaman, AB/Rating Forming Part of a Navigational Watch, and Bridge Resource Management (Unlimited) and Celestial Navigation. Added to the growing list of courses approved by ACE are Fundamentals of Navigation, ECDIS and Tanker Person-in-Charge Deep Sea (DL). For many of these courses the review committee recommended credits in



An aerial view of the Paul Hall Center, where college credit is offered for completion of certain classes.

Maritime Operations and Technologies.

For the engine department a total of 45 credits were recommended for the FOWT, Junior Engineer, Marine Refrigeration Technician, Marine Refrigeration Containers Maintenance, Machinist, Chief Electrician and Marine Electrician courses. Likewise, the review committee recommended that many of these courses receive lower-level college credit in Mechanical Engineering Technology, Marine Engineering Technology, Electrical Engineering Technology or Industrial Maintenance Technology.

It has long been the policy of ACE that learning outside the classroom can be measured for college credit. Since 1945, ACE's Military Evaluation Program has assessed formal military courses in terms of academic credit.

In 1974, the College Credit Recommendation Service was created to evaluate learning in business and industry settings. The Paul Hall Center called upon ACE in those early years to begin evaluating its courses in order to provide additional educational and training opportunities for its students and to verify the quality of the courses offered to the mariners.

Since this initial collaboration

with ACE, the College Credit Recommendation Service has saved mariners thousands of dollars in college tuition as students have submitted their course work from the Paul Hall Center to meet college course requirements. Colleges and universities have also been well-served by the program, because qualified adults from the workforce have been motivated to complete their post-secondary education knowing that their previous studies and life experiences can convert into college credits.

It is important to note that each college or university determines which of the courses approved by ACE will be accepted toward a certificate or a degree. Students planning to use their Paul Hall Center courses for credit, or wanting information on how ACE-recommended credits could assist them with their continuing education, should contact the Academic Department at the Paul Hall Center prior to submitting their transcript. Any students who have already received transcripts from the center may also want to check with the Academic Department to see if the recent reviews have added additional credits to their transcripts.

The school may be reached at (301) 994-0010.

MFOW Announces Election Results

The Marine Firemen, Oilers, Watertenders and Wipers Association (MFOW) recently announced the results of its election for officers.

Anthony Poplawski ran unopposed for the office of president, the union reported. He succeeds Henry "Whitey" Disley, who retired following more than 30 years in office.

Poplawski and the other newly elected officials began a two-year term of office on March 15.

The election ended on Feb. 2 and is subject to membership ratification.

The MFOW also announced that William O'Brien is the union's new vice president. He defeated two other candidates. Like Disley, former MFOW Vice President Robert Iwata retired and did not seek reelection.

The MFOW is affiliated with the Seafarers International Union of North America.



Anthony Poplawski is the new president of the MFOW.

Job Well Done on USNS Pomeroy



The master aboard the *USNS Pomeroy* last month commended SIU members for their work aboard the ship in support of Operation Iraqi Freedom. "The crew did an outstanding job operating the vessel from the start of cargo operations in Kuwait until the completion of the download operations in Corpus Christi, Texas," Captain Mike Finnigan noted. After the mission, "lots of crew were looking forward to heading to Piney Point for training and upgrading of their Coast Guard endorsements." Pictured aboard the vessel are ABs Adrian Jones, Mark Hummel, Miles Janecka, Samuel Morgan and Sacarias Suazo; OSs Isaac Diaz and Asaad Al-Waseem; Storekeeper Christopher Maye; QMED/Electrician John Bouton; Steward/Baker Javier Delosreyes; Chief Cook Toni Johnson; SA Beverly Stevens; and SIU Patrolman Michael Russo.

Pensioners Get Direct Deposit

The Seafarers Pension Plan last month announced that the Plan's trustees have authorized implementation of a direct deposit program for SIU pensioners.

According to a letter from Seafarers Plans Administrator Bill Dennis to SIU pensioners that was scheduled to be mailed March 28, for those who sign up for the direct deposit program, "Your benefit would be automatically deposited to either your checking or savings account on the last business day of the month prior to the month that you are being paid for, thus guaranteeing that your pension would be available when it is due. We plan to implement this program effective with the June pension payment."

The letter included an enrollment form which also will be available on the SIU web site (www.seafarers.org).

The direct deposit program is set up only for banks located in the United States and Puerto Rico.

Officials from ITF, U.S. Gov't Review Treatment of Mariners

ITF Inspector Credits Agencies for 'Joint Effort'

Four individuals from the international maritime labor community and officials from several U.S. government agencies recently met to discuss circumstances surrounding the 2004 detention of 13 Filipino seamen and the allegations which subsequently were levied.

SIU International Transport Workers' Federation (ITF) Inspector Enrico Esopa and fellow ITF Seafarers' Section colleagues George A. Quick, Jeff Engels and Dwayne Boudreaux on March 2 converged on the Office of the Judge Advocate General at headquarters, U.S. Coast Guard (USCG), to converse with officials from the Department of State, Department of Justice, the Environmental Protection Agency, and the USCG about alleged misconduct on the part of the U.S. during the aforementioned incident and what could be done to prevent future occurrences of such episodes.

The 13 Filipino crew members last year were detained as material witnesses in a criminal proceeding involving the discharge of oil at sea. They were prohibited from leaving the United States for five months, but were not adequately provided for by U.S. authorities and were reduced to living on charity furnished by the port community in Los Angeles/Long Beach.

Among other issues, four main areas were discussed during the ITF/U.S. Government agency meeting:

■ **Security pacts** – When shipowners and crew members are charged with crimes, the usual procedure is to release the ship following the investigation and once enough financial assets have been posted as security to cover potential fines or expenses. The terms of such agreements should specify the obligations of the shipowner as well as the circumstances under which the U.S. government will be permitted to take action against the financial assets of the company. In the situation at hand, the agreement only

required the shipowner to provide for the crew members until November 2004. When the case was delayed beyond that date, the owner abandoned the crew.

It was agreed during the meeting that future security agreements will be negotiated that provide for reasonable lodging, meals, medical care and continuation of normal wages and benefits until the end of legal proceedings and the repatriation of seafarers. No time limits will be instituted, and the responsible ITF coordinator will be included in the discussions for negotiation of security agreements.

■ **Protection from retaliation** – The ITF was concerned that crew members who cooperate during criminal investigations against shipowners might be blackballed and denied future employment through agencies in their home countries. It was agreed that security pacts should have provisions against retaliation by the shipowners or their agents. Security agreements only can be enforced while financial assets are posted in the United States. These controls are no longer in effect when criminal proceedings are concluded. Since criminal proceedings end with the entering of a plea agreement to the courts, it was agreed that the plea agreements will incorporate the non-retaliation clause to bring them under court jurisdiction.

■ **Proper method of arrest** – The ITF faction objected to the procedures employed against crew members who are material witnesses. The federation representatives described the use of armed force and handcuffs to remove peaceful mariners from a vessel as "unwarranted and excessive." The government response was that such procedures were in place primarily for the safety of arresting officers. Arresting officers do not want to be placed in the position of having to decide who may or may not represent a threat to them. Consideration now is being given to a more appropriate procedure

for voluntary surrender.

■ **Expediting the proceedings** – Members of the ITF group pointed out that their primary goal was the timely release of crew members and their return to their vessel or repatriation. They also questioned whether it was necessary to detain mariners when their testimony could be preserved by deposition. The government response was that they are hampered by procedural rules and defense attorneys' tactics that slow down the system, among other delays.

All parties concerned agreed that each agency would benefit from continuing communications through forums such as their meeting. Perhaps Esopa spoke for everyone involved when he noted, "It was a good joint effort. We got a lot of things out in the open. It was a first-rate meeting, and the government deserves credit for being so open to our suggestions."

As reported earlier in the *Seafarers LOG*, the Filipino crew members in question on Sept. 14 were detained by the USCG when their runaway-flag vessel, the cargo ship *MV Katerina*, was boarded and impounded. In addition to finding a host of violations relating to living conditions aboard the ship, officials discovered that the vessel's oil sludge filter had been disabled and that the captain, chief engineer and second engineer had ordered the crew to dump oil waste and sewage overboard and conceal it from Coast Guard inspectors. One of the ship's officers allegedly threatened crew members with bodily harm if they cooperated with the Coast Guard.

When their vessel was impounded, the crew initially lived in a Holiday Inn in San Pedro, Calif. The shipowner stopped paying the hotel bill before Thanksgiving, so the crew in mid-December was sleeping on the floor of a charity group's offices in Long Beach. They had no work permits, so they were not allowed to hold jobs.

Meanwhile federal prosecutors forced DST Shipping Co., the ship's operator, to post a \$500,000 bond to ensure that it would respond to any future federal subpoenas and to pay for the crew's lodging while the vessel was made seaworthy. Once upgrades were effected on the *Katerina*, however, it sailed away and the company reneged on its promise to pay the hotel bill.

Since the crew had agreed to cooperate with federal prosecutors in their case against the vessel's officers and had no place to stay, the government intervened. The one option that the U.S. government had at the time, according to a U.S. Attorney office spokesperson in Los Angeles, was to arrest them, detain them as material witnesses and place them in the care of the U.S. government. U.S. marshals consequently took them into custody. They later were released to a charitable group which arranged for their housing and subsistence until the completion of the trial.

The Philippine Department of Foreign Affairs (DFA) on Jan. 31 lodged a protest against the American authorities for their treatment of the crewmen prior to the trial.

Published reports quote DFA spokesman Gilbert Asuque as saying that the 13 Filipino crew-

men were handcuffed and shackled with leg irons after being subpoenaed as material witnesses for the criminal case by the U.S. Attorney's Office, Central District of California.

"These are not defense witnesses. These are government witnesses. They invited these people and they still cuffed them. They should show them some courtesy," Asuque was quoted as saying during a radio interview.

"The Attorney General's Office said this is standard procedure during criminal cases. We are protesting this," he said, adding that the Philippine Embassy in Washington D.C. has sent a note to the U.S. Department of State on the ill treatment.

In a related development, Ioannis Kallikis, of Athens, Greece, captain of the *MV Katerina* on Feb. 16 pleaded guilty in U.S. District Court for the Central District of California in Los Angeles to charges that he obstructed justice by advising other crew members to destroy and conceal from USGC inspectors incriminating telexes relating to the use of bypass pipes on the vessel. The bypass pipe had been used to illegally discharge oil into the Pacific Ocean. Illegally discharging oil into the ocean can harm fish and other aquatic life.

Junior Engineer Program Graduates 1st Female Students

The Paul Hall Center for Maritime Training and Education's junior engineer program that leads to receiving U.S. Coast Guard endorsements for junior engineer and deck engineer has graduated its first two female



mariners. Lisa A. Harewood (left) of Brooklyn, N.Y. and Sharon D. Gilliam of Virginia Beach, Va. completed the 12-week course late last month. Gilliam is a member of the union's Government Services Division. The class has been taught twice a year since its approval by the Coast Guard in 2002. During that time, 64 mariners have successfully completed the training. The program consists of four courses: auxiliary plant maintenance; basic electricity; basic refrigeration and HVAC; and basic propulsion systems maintenance. The junior engineer program is a prerequisite for all advanced engine department courses.

Report Takes Hard Look At Port Vulnerability

The United States is using technology, intelligence, international cooperation and other resources in an effort to thwart a potential terrorist nuclear attack on its seaports.

Despite these efforts, according to a Congressional Research Service (CRS) Report for Congress authored by Jonathan Medalia, the country's ability to detect a bomb appears limited. Given this state of affairs, Medalia noted in "Terrorist Nuclear Attacks on Seaports: Threat and Response," a terrorist nuclear attack on a U.S. seaport could cause local devastation and affect the global economy. Medalia is a specialist in National Defense in the CRS's Foreign Affairs, Defense and Trade Division.

Terrorists might obtain a bomb in several ways, the report said. Each method, however, poses difficulties for the U.S., the report noted. Already, terrorists have tried

to obtain weapons of mass destruction (WMD)—chemical, biological, radiological and nuclear weapons. While it would probably be more difficult for terrorists to obtain or produce a nuclear weapon than other WMDs, Medalia warned that an attack on ports using a nuclear weapon warrants consideration because in some ways it would have more significant end result.

According to the report, a terrorist Hiroshima-sized nuclear bomb exploded in a port would destroy buildings out to a mile or two; ignite fires, especially in a port that handled petroleum and chemicals; spread fallout over many square miles; disrupt commerce and kill many people. Medalia noted that many ports are located in major U.S. cities. A 10- to 20-kiloton weapon detonated in a major seaport would kill 50,000 to 1 million people. Further, the explosion would result in

direct property damage of \$50 to \$500 billion, plus \$100 to \$200 billion in losses because of trade disruption and indirect costs ranging from \$300 billion to \$1.2 trillion.

Medalia suggested that there are many ways through which terrorists could attempt to smuggle a bomb into a U.S. port. One method would be via containers—metal boxes which can be moved between a tractor-trailer, a rail car or vessel. These boxes normally are 8 feet wide by 8-1/2 feet high by 20 or 40 feet long.

Some 9 million of these containers enter the United States per year laden with global cargo.

Sheer numbers alone also make containers potential couriers to terrorists. Customs and Border Protection (CBP) Agents screen data for all containers and reportedly inspect about 6 percent of them. These containers could hold a nuclear weapon, giving credibility to the proposition—held by many—that ports and containers are vulnerable.

The report quotes an unidentified FBI official as stating, "The intelligence that we have certainly points to the ports as a key vulnerability of the United States and

of a key interest to certain terrorist groups...."

CBP Commissioner Robert Bonner believes an attack using a nuclear bomb in a container would halt container shipments, leading to "devastating" consequences for the global economy. "People can, however, find ways to minimize economic problems, the report said.

The main approach to reducing vulnerability to a terrorist nuclear attack is defense in depth, the report noted, using multiple methods to detect and stop a weapon. It would be harder to evade several methods than one. In addition, such an approach seeks to push detection and interdiction far from U.S. shores.

While there are a great many national and international U.S.-led programs already on line and in operation, the report concluded that three main issues are at the forefront for Congress with respect to thwarting a nuclear attack:

- safeguarding foreign nuclear material,
- mitigating economic effects of an attack, and
- allocating funds between ports and other potential targets.



Merchant Marine's Vital Role In National, Economic Security Spelled Out by MTD Speakers

The U.S. Merchant Marine received overwhelming support from high-ranking representatives of the military, Congress and the administration during the recent meetings of the Maritime Trades Department, AFL-CIO executive board in Las Vegas.

Offering their solid backing of maritime labor were U.S. Transportation Secretary Norman Mineta; Gen. John Handy, commander, U.S. Transportation Command (TRANSCOM); U.S. Reps. Shelley Berkley (D-Nev.), Norm Dicks (D-Wash.) and William Jefferson (D-La.); Acting U.S. Maritime Administrator John Jamian; Federal Maritime Commission Chairman Steven Blust; and Navy League of the United States President Sheila McNeill.

MTD President Michael Sacco chaired the meetings, which took place Feb. 24-25. He described the U.S. Merchant Marine's role as the nation's fourth arm of defense, and talked about the efforts of U.S. citizen seafarers in

Operation Iraqi Freedom, Operation Enduring Freedom and in tsunami relief actions.

"As many of you know, during the past three years, at least 20,000 union members have been called up as reservists in the war in Iraq," Sacco observed. "At the same time, more than 4,000 members of our maritime unions have loaded and transported materiel to support our troops in the Persian Gulf. No matter our individual feelings about the political aspects of Operation Iraqi Freedom, I know that all of you join me in supporting our troops and particularly supporting our union brothers and sisters who are serving overseas."

Secretary Mineta noted, "We are a maritime nation. And the maritime industry is essential to our economic strength, to our productivity, and to the creation of American jobs."

He pointed out that the U.S. Maritime Security Program (MSP) "supports the war on terror by giving us the wherewithal



MTD and SIU President Michael Sacco (right in each photo) welcomes guest speakers to the executive board meetings: U.S. Transportation Secretary Norman Mineta; Gen. John Handy, commander, TRANSCOM; and U.S. Rep. William Jefferson (D-La.).



to carry equipment and supplies to those charged with defending our freedom and expanding liberty. This program is one more important measure of the maritime industry's vital importance to our economic and national security, and our commitment to addressing its needs."

Mineta further pointed out that the MSP fleet later this year will expand to 60 ships from its current level of 47. "When the new MSP begins on October 1 of this year, it will bring greater opportunities and more jobs for U.S. citizens," he said.

General Handy thanked everyone involved in the maritime industry for their efforts in supporting the movement of materiel in Operations Enduring Freedom and Iraqi Freedom. He cited the vast amount of cargo moved during the past three-plus years for those missions: 2.2 million people since October 2001 and almost 4.6 million short tons by sea, not counting 57.1 million barrels of fuel.

Handy described the country's

union maritime workers as "incredible Americans" and said that they "stand tall and make you proud as Americans. We couldn't do it without the incredible support of the nation's unions."

He noted that 85 percent of the tonnage moved by TRANSCOM goes by sea. "The contribution of our commercial partners and the people you represent is dramatic. We don't get these jobs done without that very strong tie."

The general further pointed out that the carrying capacity of one LMSR is equivalent to 420 C-17 airlifts. "That is incredible capability, and I wish every single American could understand and appreciate what this nation can do when we team together. But we can't rest on those laurels. We need to modernize our shipping. We need to modernize our airlift capability."

Berkley said the nation's cabotage laws are "true national security. I am a supporter of the Jones Act, and I support the Maritime Security Program Fleet."

Dicks echoed those senti-

ments, saying that the MSP "is the biggest bargain the government has. This is insurance that saves the government billions of dollars that would be required to build and maintain those ships."

Continued on page 20



U.S. Rep. Norm Dicks (D-Wash.)



Navy League of the United States President Sheila McNeill



U.S. Rep. Shelley Berkley (D-Nev.)



U.S. Maritime Administrator John Jamian



Federal Maritime Commission Chairman Steven Blust

Paul Hall Center's VSO Class 1st with MarAd Certification, Secretary Mineta Announces

During his remarks to the Maritime Trades Department, AFL-CIO executive board, U.S. Transportation Secretary Norman Mineta delivered big news concerning the SIU-affiliated Paul Hall Center for Maritime Training and Education.

The secretary announced that the Paul Hall Center's vessel security officer (VSO) course is the first such curriculum approved by the U.S. Maritime Administration (MarAd). He then congratulated SIU President Michael Sacco, the union and the Piney Point, Md.-based school for the distinction.

The VSO course may be useful for unlicensed and licensed mariners alike, because a ship's master may designate any crew member to be in charge of vessel security.

"This was a great team effort on the part of the instructors, administrators and others," noted Paul Hall Center Curriculum Development Coordinator Lois Stephenson. "It demonstrated a truly coordinated push by the school, the union and its contracted companies on a matter of great importance to the entire industry: vessel security and related

mariner training."

The Paul Hall Center's VSO curriculum consists of 12.5 hours of instruction. According to the school, students who successfully complete the class should be able to undertake the duties and responsibilities of a Ship Security Officer as defined in Section A/12.2 of the International Ship and Port Facility Security (ISPS) Code.

Among several others, those duties may include handling regular security inspections of the ship to ensure that appropriate security measures are maintained; maintaining and supervising the implementation of the ship security plan; coordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant port facility security officers; proposing modifications to the ship security plan; and reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions.

School personnel noted that efforts to attain



U.S. Transportation Secretary Norman Mineta (left) presents MTD and SIU President Michael Sacco with a certificate noting government certification of the Paul Hall Center's vessel security officer course.

the needed certification dated to late 2003, when the center's curriculum development department was tasked with working out a VSO course to meet the industry's needs. While awaiting finalization of the government approval process, the Paul Hall Center moved forward with the VSO training beginning last year.

To date, approximately 200 students have completed the class, both at the Paul Hall Center and at their respective workplaces. That includes mariners from both the deep sea and inland divisions.

Freedom to Unionize Must Be Protected



Several speakers at the MTD executive board meetings examined key issues facing the labor movement, with special emphasis by AFL-CIO President John Sweeney on the critical need to protect workers' rights to join a union.

Sweeney, MTD President Michael Sacco, U.S. Rep. Loretta Sanchez (D-Calif.) and U.S. Rep. Bennie Thompson (D-Miss.) addressed important topics affecting America's working families that the federation, its member unions (including the SIU) and pro-worker legislators are tackling.

The board also passed a resolution supporting the Employee Free Choice Act—legislation designed to end discrimination against workers who try to organize.

Additionally, Sacco and Sweeney offered comments on potential restructuring within the AFL-CIO, the national federation of unions. Sacco, who also serves as president of the SIU, praised the work done by Sweeney and described him as a "great role model for a labor leader. He's done a tremendous job. Through his leadership and his team, we will continue to move along and do what we must do to protect the job security of our people."

"At a time like this, I think it's important to remember the many great things about the labor movement, and what we're capable of when we work together," Sacco added.

As just one recent example, he pointed to organized labor's united efforts aiding tsunami victims, including the establishment of a relief fund through the Center for International Solidarity and the mobilization of aid workers.

Further, he noted that members of the SIU and other maritime unions sailed more than a dozen ships into the disaster area. They carried food, fuel, medical supplies, construction and road-building equipment, power generators and more.

"That type of giving and caring—that type of unselfishness and dedication—reflect what the labor movement is all about," Sacco added. "The bottom line is that the things that have always been good about the labor movement are still good today. Unions do more good for more working families than any other organizations out there."

Sweeney said that workers "need unions now more than ever, and millions would join unions if given a fair chance. That's a fact. But our unions are struggling to help new workers organize, as more and more jobs are shipped overseas—as employers continue to use an endless variety of legal and illegal tactics to fight us. And as the NLRB (National Labor Relations Board) helps them by eroding the protections of the law."

He added that organized labor needs "a strong, coordinated



AFL-CIO President John Sweeney



MTD and SIU President Michael Sacco greets U.S. Rep. Loretta Sanchez (D-Calif.) at the executive board meetings.



U.S. Rep. Bennie Thompson (D-Miss.)

campaign to restore the freedom of every worker to organize a union and gain a voice at work."

He touched on internal challenges in the movement and the various proposals that have been submitted to restructure the federation. "We all agree on the need and the urgency to change and to grow.... Unity is our greatest asset. That does not mean we should avoid debate, but there can be no real solution that undermines the unity of working people."

Sanchez reminded audience members about the labor movement's many key accomplishments throughout its history. She noted that unions won the eight-hour work day, overtime pay, the 40-hour work week, pension plans, health care plans and the Family Medical and Leave Act.

"Labor did that for all American workers, whether they were in a union or not," she stated. "Each of these ideas of labor collectively working together ... were an important piece of mak-

ing the standard of living of Americans something that every country envied."

Sanchez was one of several speakers who expressed deep distress over the national health care crisis, pointing out that it is a long-term problem.

Additionally, she cited concerns regarding government workers losing their collective bargaining rights under the guise of homeland security. She further suggested that the danger extended well beyond those individuals

losing their rights: "Where our government workers go, so goes the private sector."

Thompson emphasized the need for unions to continue organizing new members and pledged his ongoing support to America's working families.

He noted that he has a 100 percent voting record for labor, despite representing part of a so-called right-to-work state. "I wouldn't be here if it weren't for organized labor," he said.

MTD Board Tackles Key Issues

The Maritime Trades Department, AFL-CIO, consists of 29 international unions (including the SIU) and 24 port maritime councils in the United States and Canada representing approximately 6.5 million working men and women. The MTD executive board met Feb. 24-25 in Las Vegas, where board members and guests addressed numerous issues of importance to the U.S. Merchant Marine and to all working families. The articles on this page and page 8 are based on remarks and policy statements presented at the meetings.



Activities Around the Port of Houston

Following a meeting on the G&H tug *Denia* are (from left) Roy Lindley Jr., Charles Barnes, Bradley Albrecht and Forrest Albrecht.



Crew members from the *Denia* and the *Manta* join forces for a group photo. They include William Ulch, William Ulch Jr., Michael Zepeda, Jacques Mouttet and Jack Gonzalez.



In photo at right, Houston Patrolman Michael Russo is surrounded by crew members from the *Global Patriot* (above) after holding a shipboard meeting aboard the DynMarine vessel. The *Global Patriot* is the former *Buffalo Soldier*.



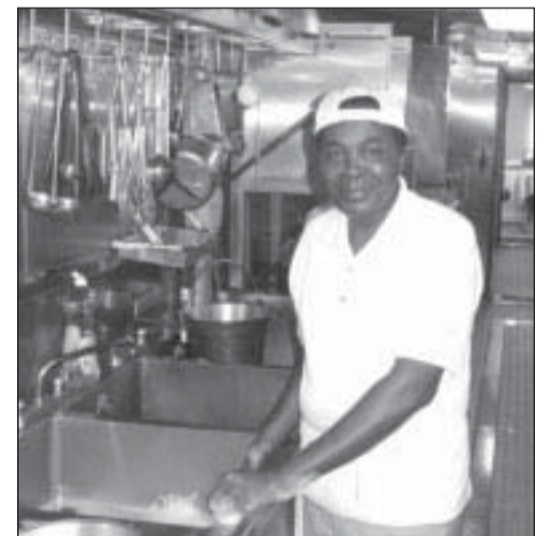
When Houston Safety Director Kevin Marchand (right) serviced the *USNS Pomeroy* in Beaumont, Texas recently, he met up with an old friend, John Kolodziej. The two used to be roommates years ago and are best of friends, even though they had not seen each other in a long time. Kolodziej has come a long way in a short period of time, notes Marchand, by working hard and upgrading at every opportunity. Now he is sailing as a bosun and enjoying life at sea.



After meeting with the Houston patrolman, crew members aboard the *Charleston* gather for a group photo (above right). At left are Steward/Baker Charles Roland (left) and ACU Gamal Asaad.



Right: Leoncio Gonzalez, who sails from the port of Houston, just boarded the *Lykes Navigator*, where he will be the chief cook.



These four photos of crew members were taken aboard Sealift's *Wilson*. The photo above left was shot on the gangway in Lake Charles, La. before setting sail for Galveston. The others were taken in Galveston following a visit by Safety Director Kevin Marchand. The freighter makes runs to Africa, primarily loaded with grain, but sometimes also is called upon to carry containers. Members of the steward department on the vessel include GSTU Ricardo Arauz, Steward/Baker Arturo Rodriguez, Chief Cook Lizzie Robinson and GSTU Teodoro Flores. The deck department includes OS Melvin Mitchell, AB Miles Souders, AB Christopher Hodder, OMU Antonio Myrick, Bosun Andrew Jones and STOS Angel Manlunas.



G&H Towing in Galveston has just taken delivery of a new Z-drive tug, the *William M*. The tug actually is owned by McAllister Towing but currently is under lease to G&H until their new ones come out of the yard. G&H Towing is building two new Z-drive tugs for use in the Houston harbor area.

Happy Holidays at Sea . . .

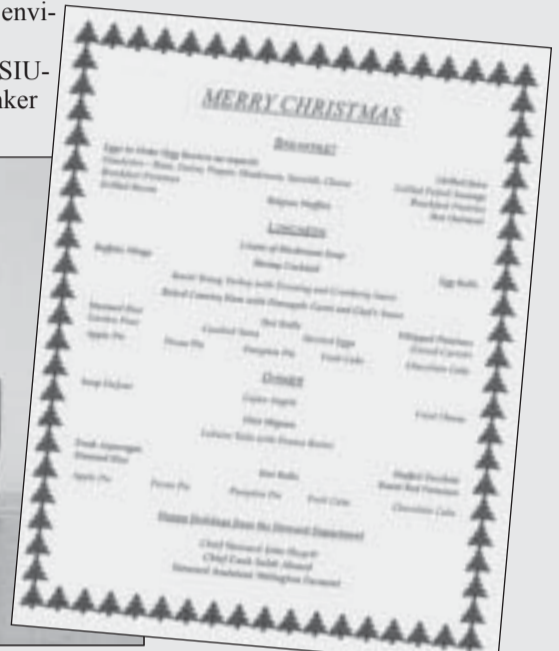
. . . Aboard the Alaskan Frontier

As the year 2004 came to an end, crew members aboard the *Alaskan Frontier* were the first to celebrate the holidays on the newly built tanker. Chief Cook **Saleh Ahmed** considers himself lucky to be among the first to help celebrate Thanksgiving, Christmas and New Year's on the state-of-the-art double-hull oil tanker, commanded by Capt. Richard Beza. He also believes the delicious holidays meals presented to the crew couldn't have been such a success without the help of Steward/Baker **Greg Lynch**, Chief Steward **John Huyett** and the able assistance of SA **Wellington Furment**.

The *Alaskan Frontier* is the first of four Alaska-class double-hull oiler tankers being built for BP Oil Shipping Co., USA and was delivered last August. The environmentally friendly tanker is operated by SIU-contracted Alaska Tanker Company.



The holidays aboard the SIU-crewed *Alaskan Frontier* were all the merrier with help from the galley gang. From the left are Chief Cook Saleh Ahmed, Steward/Baker Greg Lynch and SA Wellington Furment.



The *Alaskan Frontier* and the other tankers in the Alaska Class allow maximum flexibility for oil deliveries from Alaska to West Coast ports, including BP refineries in Los Angeles, Calif., and Cherry Point, Wash.



. . . Aboard the PFC Eugene A. Obregon

Pre-positioning ships like the SIU-crewed *Obregon* are chartered by the Military Sealift Command (MSC) and carry ammunition, supplies and military vehicles. They are stationed in areas of the world where there is the potential for conflict or a crisis requiring rapid availability of military equipment.

As on other ships that are at sea over the holidays, steward department members try especially hard to make the occasions cheerful and festive and with lots of good food, as is evidenced by a copy of the Christmas menu below.



Assistant Cook/Utility Chris D'Andrea prepares a plate for one crew member while Chief Cook Jessie Burnett makes up another order.



SA Rene Alfaro looks over the salad bar that he and the chief steward put together.



The twin turkeys are almost ready, according to Chief Cook Jessie Burnett.



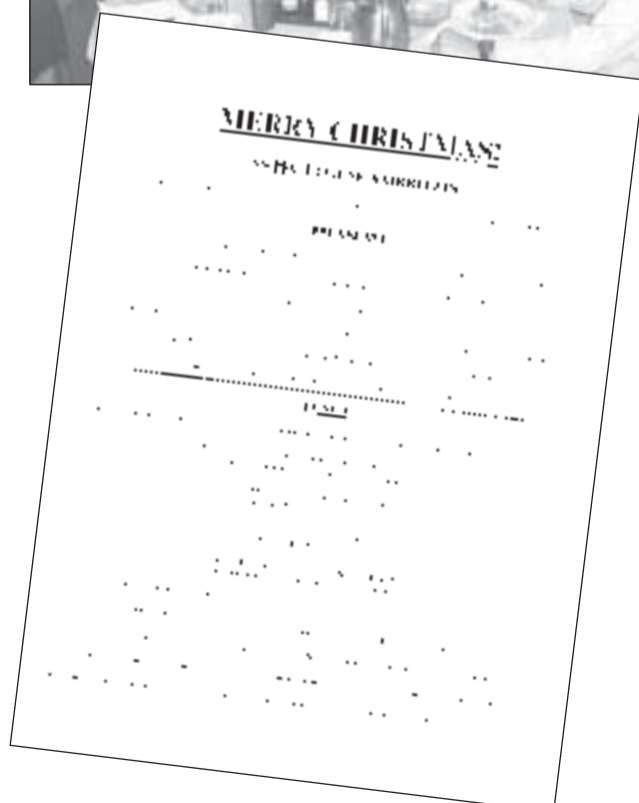
Left: Bosun Bernard "Hutch" Hutcherson enjoys the Christmas dinner with ABs Bill Kratsas, Jason Farr and Angelo Acosta.



Chief Steward Patrick Helton applies an egg wash to one of two horns o' plenty before it goes into the oven. It will later be used as a centerpiece for the dessert table.



SA Erin Davis stands ready to replenish items on the dessert table as needed.



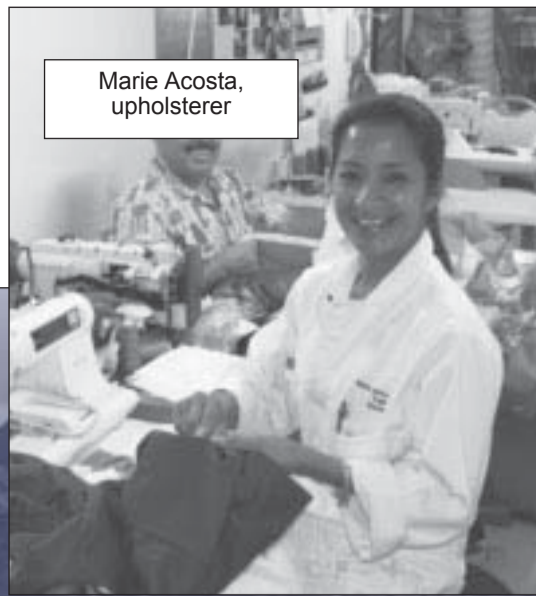
The assortment of items in the salad bar alone seems to be enough for a meal.



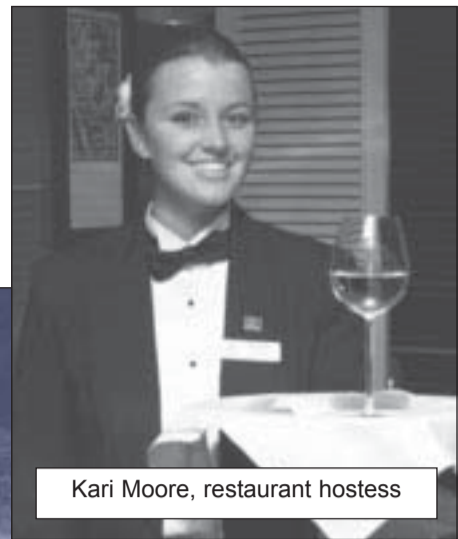
Ryan Arisumi, assistant maître d'



Darin Heine



Marie Acosta, upholsterer



Kari Moore, restaurant hostess



Monica Pratt, senior stateroom steward



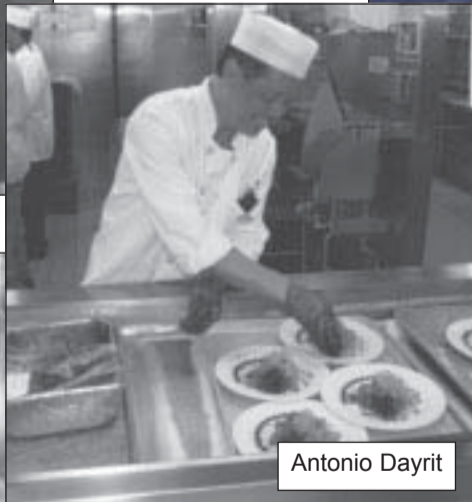
Erwin Villegas at pool barbecue



Matthew Meehan, assistant waiter



Steven Soltysik, assistant carpenter



Antonio Dayrit



The crew galley gang



Vacuuming hotel deck 5



Yolanda Freeman, stateroom stewardess



Deborah Figure

The Winning Smiles

Pride

The "Aloha Spirit" is alive and well aboard the SIU-*Aloha*. Taken earlier this year aboard the NCL *America*, she sailed on one of its seven-day cruises around the Hawaiian Islands. These photos show some of the reasons for the ship's success.

Whether it's keeping the engines going, the cabins clean, the guests well fed and happy—the Seafarers aboard this ship are some of the best trained in their field and have truly helped the cruise ship industry a new beginning.

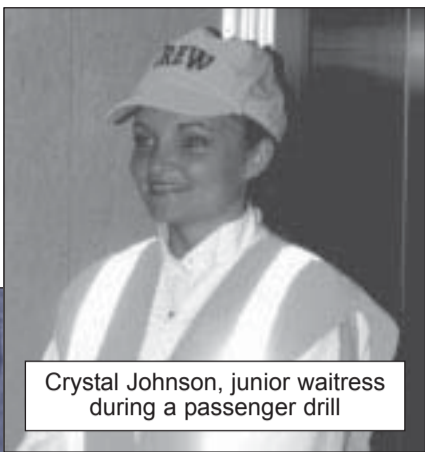
Now, more good news is on the way as the company prepares for the launching of the *Pride of America* and the *Pride of Hawaii* in 2006. There may be some changes among the ships, but what remains constant is the positive attitude of the Seafarers who make each voyage a safe and enjoyable one.



Margaret "Maggie" Young, head steward room supervisor



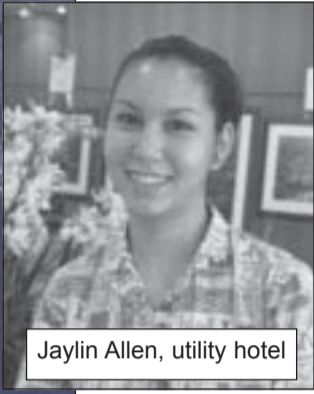
The muster leaders: Lisa Robertson, restaurant and Shannon Murphy, cruise staff



Crystal Johnson, junior waitress during a passenger drill



Ernesto Lomboy, AB watch



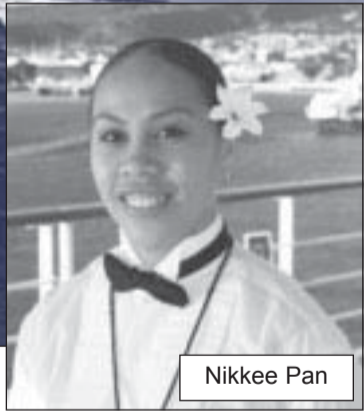
Jaylin Allen, utility hotel

Aboard NCL America's

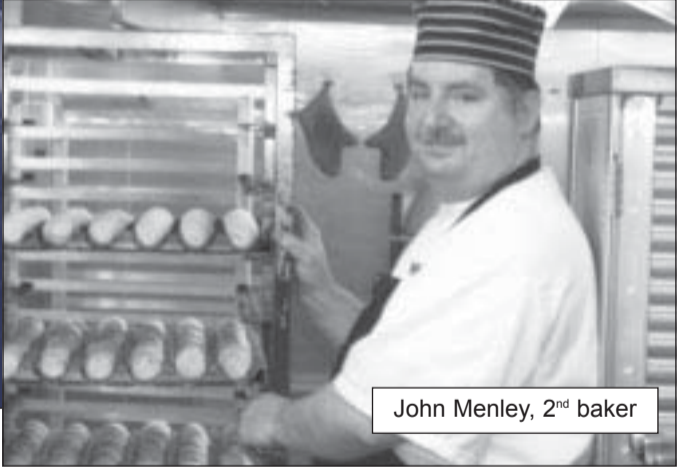


of Aloha

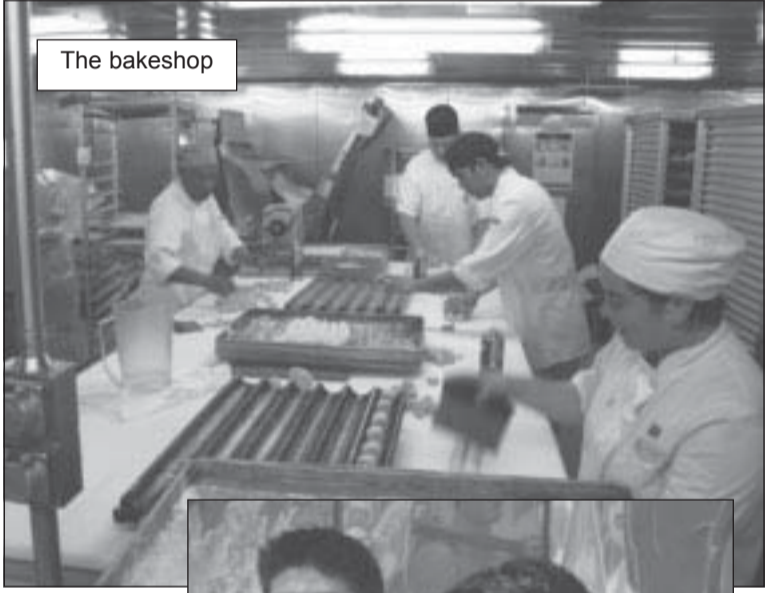
U-crewed *Pride of America* vessel as it sails the Hawaiian Islands, contributing to the ship's success. The cabins spotless or the crew on this vessel are some of the best to give the U.S.-crewed company continues to sail *America* later this year, despite some differences of opinion. Positive, can-do attitude and happy one.



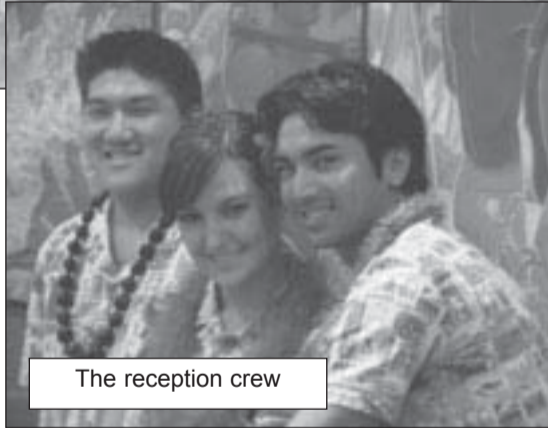
Nikkee Pan



John Menley, 2nd baker



The bakeshop



The reception crew



Figueroa, Nikkee Pan, Pamela "Sunshine" Woods, Crystal Johnson



Robert Murray, deck steward/bar department



Pacific Heights galley gang

In and Around the Mobile Hall

Beginning with the expansion of the cotton trade in the 1800s, the port of Mobile has been a major participant in America's waterborne commerce and has contributed to the region's and the nation's economic well being.

Depicted in these photos is some of the recent SIU activity around that port.



CARIBE PIONEER — Mate Sonny Nguyen (left), OS Steve Kuithe (center) and Cook Ron Gibbs complete another voyage on the *Caribe Pioneer*, which hauls railroad tanker cars between Mobile and Ponce, P.R.



AB Stephen Thompson and his wife, Joyce, look over a copy of the latest *Seafarers LOG* on a recent visit to the Mobile union hall.



MANHATTAN ISLAND — From the left are Floyd Phillips, Nathan Eldridge, Ed Mancke and Daryl Stewart.



MANHATTAN ISLAND — Carl Sanderson (left) is the mate aboard the *Manhattan Island*; Fenton Whitlow is the captain.



PFC EUGENE A. OBREGON — Gathered around a table during the shipboard meeting are (from left) AB Thomas Ward, Bosun Charlie Frisella, AB Michael Long, AB Cleveland West and QMED Mahmoud Khalil.



PFC EUGENE A. OBREGON — Galley gang members on the *Obregon* include SA Erin Davis, Chief Cook Jessie Burnett, Steward Patrick Helton, ACU Marian Chacon and SA Rene Alfaro.

Remembering a Brother



Robert G. Haller of Williamstown, N.J. kneels in prayer for his late brother Charles "Chuck" William Haller at the U.S. Armed Forces burial grounds in Williamstown on Christmas day. With him is the American flag used in Chuck's burial services. Chuck Haller was a member of the SIU from 1970 until his death in February 2000. He sailed in the engine department. His younger brother Robert also sails as an engine department member.

Membership Approves Tally Committee Report

During the March membership meetings, Seafarers approved the report of the rank-and-file tallying committee, which detailed the results of the recently concluded SIU general election.

As constitutionally provided, the union tallying committee did not count the votes for those 25 candidates who were unopposed for any office or job, and such candidates were considered elected. The positions include:

- Michael Sacco, president
- John Fay, executive vice president
- David Heindel, secretary-treasurer
- Joseph Soresi, vice president Atlantic Coast
- Dean Corgey, vice president Gulf Coast
- Nicholas Marrone, vice president West Coast
- Thomas Orzechowski, vice president Great Lakes and Inland Waters
- Kermett Mangram, vice president Government Services
- René Lioeanjie, vice president at large
- Charles Stewart, vice president at large
- George Tricker, assistant vice president contracts
- Nick Celona, assistant vice president Atlantic Coast
- Ambrose Cucinotta, assistant vice president Gulf Coast
- Don Anderson, assistant vice president West Coast
- James McGee, assistant vice president Southern Region, Great Lakes and Inland Waters
- Chester Wheeler, assistant vice president Government Services
- Edward Morris, Piney Point port agent
- Robert Selzer, New York port agent

- Joseph Mieluchowski, Philadelphia port agent
- Edward Kelly Jr., Mobile port agent
- Stephen Judd, New Orleans port agent
- Anthony McQuay, Houston port agent
- Vincent Coss, San Francisco port agent
- Rebecca Sleeper, St Louis port agent
- Donald Thornton, Detroit-Algonac port agent.

The report noted that there were two or more candidates in each of the following two races for office: vice president contracts and Baltimore port agent.

In those respective elections, the committee reported the following results from eligible votes cast:

- Vice president contracts—Augustin Tellez received 86 percent of eligible votes cast; Carl Sands received 14 percent.
- Baltimore port agent—Georg Kenny received 81 percent of eligible votes cast; Michael Murphy received 19 percent.

The committee also reported that the membership approved each of the two proposed constitutional amendments appearing on the ballot. In order, the amendments pertained to amending Article XII, qualifications for officers, assistant vice president, headquarters representatives, port agents and other elective jobs and amending the first sentence of Article XIII regarding the election of a credentials committee.

The proposed amendments were approved with the majority of eligible votes accounting for 86 and 89 percent, respectively.

As reported in previous issues of the *Seafarers LOG*, voting took place via secret ballot from Nov. 1 through Dec. 31, 2004.

The tallying committee was composed of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls).

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of Your Address Changes

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

Update Your Beneficiary Designations

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

Inform the Plan of Your Divorce

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

Full-time College Students

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

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

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

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

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

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

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



DEEP SEA



JAMES DAVIS, 55, began his Seafaring career in 1967 in New York. Brother Davis, who was born in Virginia,

first went to sea aboard the *Petrochem*. The deck department member was a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Davis most recently shipped on the *Achiever*. He is a resident of his native state.

KASSEM SALEH, 61, joined the Marine Cooks & Stewards (MC&S) in 1967 in the port of San Francisco.



Brother Saleh shipped as a member of the steward department in both the Great Lakes and deep sea divisions. He first sailed aboard American Steamship's *Reiss Brothers*. Born in Arabia, Brother Saleh enhanced his skills at the union-affiliated school in Piney Point, Md. in 2000. He makes his home in Dearborn, Mich.



THOR WAAGSBO, 61, joined the SIU in 1967 in Wilmington, Calif., first sailing aboard the *Penn Carrier*.

Brother Waagsbo worked as a member of the deck department and upgraded on two occasions in Piney Point, Md. His last voyage was on the *Defender*. Born in New Orleans, Brother Waagsbo now resides in Seattle, Wash.

SAMUEL WOOTEN, 66, embarked on his SIU career in 1988 in the port of Honolulu. Brother Wooten's first voyage was aboard the *USNS Triumph*. The deck department member was born in Louisiana and attended classes at the Paul Hall Center in 2004. He last sailed on the *Developer* and calls League City, Texas home.



INLAND



ELTON ADAMS, 62, was born in Texas. Boatman Adams began his seafaring career in 1963 in Port Arthur.

He first shipped aboard the *Seabulk Tanker* in the deck department. Boatman Adams lives in his native state.

ROBERT AUGUST SR., 65, joined the Seafarers in 1978 in the port of Jacksonville, Fla. Boatman August was a member of the deck department and upgraded his skills numerous times at the Seafarers-affiliated school in Piney Point, Md. He worked primarily aboard vessels owned by Crowley Towing & Transportation of Jacksonville. Boatman August, who was born in Georgia, now makes his home in Titusville, Fla.

LARRY BELCHER, 64, began sailing with the Seafarers in 1987. Boatman Belcher worked primarily aboard Crowley Towing & Transportation vessels. The Texas-born mariner shipped in the deck department. Boatman Belcher upgraded his skills in 2000 and 2001 at the union-affiliated school in Piney Point, Md. He resides in Runge, Texas.



DAVID BREUNING, 62, is a native of Colorado and joined the SIU in 1977 in the port of Wilmington, Calif. Boatman Breuning first sailed in the deck department of an Allied Transportation vessel. He upgraded frequently at the Paul Hall Center. Boatman Breuning is a resident of Long Beach, Calif. He last sailed aboard a vessel operated by Crowley Towing & Transportation of Wilmington.

JOHN BUNTING III, 56, began sailing with the SIU in 1989. Boatman Bunting worked as a member of the deck department aboard Crowley vessels. Born in Philadelphia, he now calls Franklinville, N.J. home.

ROBERT DOUGLAS, 61, became a member of the SIU in 1969 in the port of Philadelphia. Boatman Douglas worked in the deck department and sailed primarily aboard vessels operated by Interstate Oil Transportation Co. He was born in New Jersey, which is where he continues to live.



JAMES HOPPER, 65, launched his seafaring profession in 1981 in the port of Jacksonville, Fla. Boatman Hopper was born in New York. He first shipped on the *Padre Island* in the engine department. He most recently went to sea aboard the *Sugar Island*. Boatman Hopper makes his home in Troy, Pa.



Welcome Ashore

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

GERALD LABOVE, 62, started his career with the SIU in 1986 in the port of Houston. Boatman LaBove was born in Texas and worked in the deck department. He sailed primarily aboard tugs operated by Moran Towing of Texas. Boatman LaBove is a resident of Sabine Pass, Texas.



ROY LOFTON, 62, was born in Mississippi. Boatman Lofton joined the union in 1964 in the port of Mobile, Ala. He was initially employed by Dravo Basic Materials Co., where he worked in the deck department. Boatman Lofton lives in Alabama and last sailed aboard the *Martin Marietta*.



WILLIAM SMITH JR., 65, began sailing with the SIU in 1969 from the port of Houston. Boatman Smith first

shipped with G&H Towing Co. He attended classes at the Paul Hall Center for Maritime Training and Education in 2000, 2001 and again in 2004. Born in Texas, Boatman Smith was a member of the deck department. His last trip to sea was on a Crowley Towing & Transportation of Jacksonville vessel. Boatman Smith resides in Bellaire, Texas.

STEVE WELLS, 57, became a Seafarer in 1973 in the port of Houston. Boatman Wells first sailed on the *Puget Sound*. The deck department member shipped in both the inland and deep sea divisions during his career.

Boatman Wells was born in Texas and enhanced his skills frequently at the union-affiliated school in Piney Point, Md. His last ship was the *USNS Altair*. Boatman Wells calls Nederland, Texas home.



EMILIO FLORES, 65, joined the NMU in 1969, initially shipping out of the port of Philadelphia. Brother Flores

was born in San Juan and worked as a member of the engine department. His first ship was the *Gulf Crest*; his last was the *American Puritan*.

Name	Age	EDP
Barbo, Ronald	66	Feb. 1
Harris, Larry	55	March 1
Sanbula, Warren	57	March 1
Trotman, Stephen	59	Jan. 1

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



Reprinted from past issues of the Seafarers LOG.

1939

After a strike of less than one week's duration, the SIU reached agreement with the Peninsula and Occidental Steamship Company. The agreement provided for a complete closed shop and all hiring to be done through the union hall.

In addition to wage increases, the agreement established the payment of overtime for all work performed on Saturday afternoons, Sundays and holidays both at sea and in port, including the standing of regular watches.

1963

The SIU-manned *Floridian* became the first American merchant ship fired on by Cuban MIG jet airplanes when she was attacked last Thursday, March 28, by two Russian-built aircraft about 50 miles north of Cuba. The jets first circled the ship for 20 minutes before opening up with their machine guns. The attack came in the same waters between

Cuba and Florida where Cuban MIGs attacked the American shrimp boat *A/a* with rockets and machine guns on February 20. Seafarer Jack Nelson, an AB, took pictures of the attack from the deck, which he handed over to U.S. intelligence sources when the ship docked in Miami.

1992

Persian Gulf sealift operations, which at one point included 205 dry cargo ships and 22 tankers, ended in mid-April when the last vessel carrying U.S. military equipment was

redeployed from Ad Dammam, Saudi Arabia, the Military Sealift Command announced recently.

That ended a process which began in August 1990, immediately after Iraq's invasion of Kuwait. Since then, more than 15 million tons of cargo and fuel were transported to and from the Middle East aboard U.S.-flag vessels—many of them crewed by SIU members—including Ready Reserve Force (RRF) ships, MSC-contracted vessels and privately owned commercial ships.

THIS MONTH IN SIU HISTORY

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 JACOB (American Overseas Marine), Jan. 28—Chairman **Robert W. Johnson**, Secretary **Anthony L. Curran**, Educational Director **Matthew P. Ditullio**. Chairman talked about vacation pay, how it is calculated and how to apply for it. He announced new e-mail procedures posted on bulletin board in messhall and benefit booklets available to all. Seafarers were asked to return VHS movies in timely manner. Treasurer stated \$200 in ship's fund. No beefs or disputed OT reported. Request made to raise pension benefits. Bosun asked for diligence in separating trash from plastic items, and thanked steward department for creative menus and great food.

ITB PHILADELPHIA (USS Transport), Jan. 31—Chairman **William K. Barrett**, Secretary **Justo R. Lacavo**, Educational Director **Daniel N. Daligon**, Deck Delegate **John N. Favero**, Engine Delegate **Hussein M. Mohamed**, Steward Delegate **Ali A. Muther**. Chairman informed crew of relief situation during war time. He encouraged mariners to read *Seafarers LOG* to stay up-to-date on issues affecting maritime industry. Secretary thanked everyone for helping keep ship clean. Educational director urged crew members to attend upgrading classes at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Suggestion made to increase vacation pay and benefits. Request made to get satellite system aboard ship. Vote of thanks given to steward department for great meals.

MOTIVATOR (USSM), Jan. 16—Chairman **Charles H. Foley**, Secretary **Anthony J. Houston**, Educational Director **Oswald N. Bermeo**, Deck Delegate **Arvid E. Friberg**, Steward Delegate **Marjorie Mack**. Chairmen led discussion on protections that need to be provided by company. Educational director advised crew to look into opportunities available at Seafarers-affiliated school in Piney Point, Md. and contribute to SPAD. No beefs or disputed OT reported. Crew members requested more information on pension plan. Moment of silence held in memory of departed brothers and sisters, including "the brave U.S. military in Iraq."

PERFORMANCE (USSM), Jan. 27—Chairman **Felsher Beasley**, Secretary **Glenn Williams**, Educational Director **Morris A. Jeff**, Deck Delegate **Timothy K. O'Brien**, Engine Delegate **Lionel Taylor**. Chairman requested clarification on penalty meal hours as well as on vacation benefits. Secretary read and discussed communication from headquarters pertaining to SAB actions. Treasurer noted \$1,100 in ship's fund; crew members voted to purchase weight-lifting equipment. No beefs or disputed OT reported. Suggestion made for Paul Hall Center to offer advanced electronics course for those who work on state-of-the-art digital equipment currently aboard some vessels.

Request made for new head cleaner for VHS player. Crew members were reminded to clean rooms and put away personal belongings before leaving vessel.

SULPHUR ENTERPRISE (Sulphur Carriers), Jan. 30—Chairman **Neftali Santana**, Secretary **Darryl K. Goggins**, Educational Director **Alfred G. Lane**. Secretary asked departing crew members to leave rooms clean and supplied with fresh linen. Educational director encouraged everyone to enhance their skills whenever possible at Piney Point facility. No beefs or disputed OT reported. Crew suggested improvements to medical and dental plans as well as to vacation benefits and contract. Vote of thanks given to steward department for job well done. Next port: Tampa, Fla.

TONSINA (ATC), Jan. 16—Chairman **Christopher J. Kicey**, Secretary **Kenneth P. Mitchell**, Educational Director **Anthony R. Hulsey**. Chairman announced payoff Jan. 18. He thanked crew for working hard through the holidays and reminded them to contribute to SPAD for job security. Secretary thanked everyone for working well together. Educational director advised members to renew shipping documents early and read *Seafarers LOG* to stay informed of changes in industry, including new document requirements. No beefs or disputed OT reported. Clarification requested on payment of overweight charges on baggage when joining and leaving vessel. Suggestion made to reduce number of days required for full retirement benefits. Next ports: Long Beach, Calif. and Cherry Point, Wash.

DEVELOPER (USSM), Feb. 13—Chairman **Joseph Caruso**, Secretary **Randy A. Stephens**, Educational Director **Jorge N. Fernandez**, Engine Delegate **Charles H. Kennedy**, Steward Delegate **Obencio M. Espinoza**. Chairman discussed new safety and security rules for vessel and reported on ship's schedule for coming months. Secretary informed crew that he has all applications (vacation, health, etc.). In addition, he urged everyone to check document expiration dates and renew if needed. No beefs or disputed OT reported. Bosun explained procedures for written resolutions. Chairman thanked all unlicensed mariners on board for great job during voyage. Next ports: Malaga Spain; Port Said, Egypt; Ningbo, China; Los Angeles.

EXPRESS (USSM), Feb. 20—Chairman **Trawn D. Gooch**, Secretary **Frederick L. Saffo**, Educational Director **Robert J. McMurray**, Deck Delegate **Konstantinos Prokovas**, Engine Delegate **James F. Sieger**, Steward Delegate **Sonia N. Felix**. Educational director spoke about courses available at Paul Hall Center. Treasurer spoke about distribution of ship's fund. No beefs or disputed OT reported. Crew members requested clarification on possible re-flagging of vessel. Special thanks given to steward

department. Next port: New Jersey.

HORIZON ANCHORAGE (Horizon Lines), Feb. 6—Chairman **Daniel W. Seagle**, Secretary **Amanda F. Suncin**, Educational Director **William Pinkham**, Deck Delegate **Christopher Fairfax**, Engine Delegate **John R. Day**, Steward Delegate **Thomas M. Kelly**. Chairman announced payoff Feb. 7 with arrival Feb. 9 in Tacoma, Wash. Secretary encouraged everyone to check out educational opportunities available at Paul Hall Center. Educational director advised crew members to check expiration dates on z-cards and start renewal process early if necessary. Treasurer noted \$200 in ship's fund. No beefs or disputed OT reported. Crew would like satellite TV on all SIU-crewed vessels and internet service in each room.

HORIZON ENTERPRISE (Horizon Lines), Feb. 20—Chairman **Roger J. Reinke**, Secretary **James N. Brockington**, Educational Director **Michael J. Wells**, Deck Delegate **Gavino A. Octaviano**, Engine Delegate **Gualberto M. Salaria**, Steward Delegate **Ely R. Hermano**. Chairman announced arrival Feb. 25 in Tacoma, Wash. and requested port agent meet them next day. He asked that everyone turn in videos to proper lockers before leaving. Secretary notified mariners of captain's sanitary inspection scheduled for Feb. 23. Educational director reminded all mariners about upgrading opportunities available in Piney Point, Md. and suggested they check to see that all shipping documents are current. No beefs or disputed OT reported. Thanks to steward department for good food and upkeep of house. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu.

HORIZON SPIRIT (Horizon Lines), Feb. 10—Chairman **Howard W. Gibbs**, Secretary **Edgardo C. Ombec**, Educational Director **Paul D. Hanley**, Deck Delegate **Michael Penkwitz**, Engine Delegate **Thomas V. Hastings**. Chairman announced expected arrival Feb. 12 in Oakland, Calif. and thanked crew for following safety procedures. Secretary informed crew members there would be one tray of condiments on a table that would be changed often; only salt and pepper to be placed on each table. Educational director encouraged members to upgrade skills at Piney Point facility. He also suggested everyone check documents to be sure they have not expired. Bosun currently holding crew fund of \$273 (which will be used to purchase new movies in Tacoma) and ship's fund of \$1,405. Movie locker will be locked while in port. No beefs or disputed OT reported. Steward department was thanked for great job and delicious food, especially freshly baked goodies. Next ports: Oakland; Honolulu; Guam.

MAERSK ALABAMA (Maersk Line Limited), Feb. 7—Chairman **Romeo L. Lugtu**, Secretary **Marvin T. St. George**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Chad B. Chivrell**, Engine Delegate **Enrique Martinez**, Steward Delegate **Hamdi H. Hussein**. Chairman asked departing crew members to clean rooms and empty trash before leaving ship. Educational director advised crew to upgrade at Piney Point and keep documents current; renew early, if necessary. Treasurer stated \$61 in ship's fund. Beef noted in steward department regarding room sanitary; no other beefs or

disputed OT reported. Clarification requested on seniority status aboard Maersk Line's vessels in all departments. New full-size dryer needed in laundry room. Steward department requested new oven and grill for galley. Vote of thanks given to steward department for good food and service. Next port: Kuwait.

MAERSK CAROLINA (Maersk Line Limited), Feb. 13—Chairman **Norman G. Tourtellot**, Secretary **James H. Rider**, Educational Director **Kevin M. Cooper**, Deck Delegate **Abdul Q. Gharama**, Engine Delegate **Sjamsidar Madjidji**, Steward Delegate

Chairman **Kenneth A. Abrahamson**, Secretary **Raymond L. Jones**, Educational Director **Joseph M. Stanford**, Deck Delegate **Thomas S. Skubinna**, Engine Delegate **Jose Irigoyen**, Steward Delegate **Caazer R. Mercado**. Chairman reported new ship schedule and reminded seafarers that company contract will be up for bid in June 2005. He announced payoff March 5 in San Diego, Calif. Secretary advised crew of 15-man military security force coming aboard in Long Beach, Calif. on or about Feb. 22. Educational director stressed importance of making sure all nec-

Seafarers, Officials Welcomed



Seafarers-contracted 3PSC, LLC recently hosted a dinner for crew members of the *USNS Gilliland* along with SIU officials in Norfolk, Va. Above, SIU Port Agent Georg Kenny (right) chats with (from left) Chief Steward Jose Guzman and Chief Cook Frank Washington. Below, SIU VP Government Services Kermet Mangram (right) and Kenny are pictured with 3PSC VP Susan King. The *Gilliland* is a large, medium-speed, roll-on/roll-off ship (LMSR) that is part of the U.S. Military Sealift Command fleet.



Cecilio Suarez. Chairman asked crew to keep non-crew members out of mess hall while in Bombay. Educational director urged everyone to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Recommendation made to improve medical and vacation benefits. Vote of thanks given to steward department for job well done. Next ports: Charleston, S.C.; Norfolk, Va.; Newark, N.J.; Malaga, Spain.

P&O NEDLLOYD VERA CRUZ (Waterman Steamship Corp.), Feb. 4—Chairman **Henry J. Gable**, Secretary **Charles E. Curley**, Educational Director **Jan Morawski**, Engine Delegate **Alton P. Hickman Jr.** Chairman announced Feb. 6 payoff in Houston. He asked everyone to clean rooms before leaving vessel. Secretary reported SIU crew just completed second month-long trip to South America since ship was reflagged Dec. 6. Educational director suggested everyone take advantage of upgrading opportunities available at Seafarers affiliated school in Piney Point, Md. No beefs reported; disputed OT noted in deck department. Crew requested that shipping cards show rating and dates for each job. New equipment requested includes toaster, ice machine, soda machine, microwave oven and new mattresses. Next port: Houston.

RICHARD G. MATTHIESEN (Ocean Shipholding), Feb. 11—

essary shipping documents are current and allowing plenty of time for renewals. Treasurer stated \$175 in ship's fund. No beefs or disputed OT reported. Recommendation made to improve medical and vacation benefits. Vote of thanks given to steward department for job well done. Next ports: Manchester and Ferndale, Wash.; Long Beach, Calif.

SEABULK ARCTIC (Seabulk), Feb. 20—Chairman **Christopher J. Kicey**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Modesto Y. Rabena Jr.**, Engine Delegate **Ole J. Olsen**, Steward Delegate **Evelina Barnes**. Chairman reviewed ship's itinerary, including arrival in Anacortes, Wash. Feb. 21. Secretary asked for everyone's assistance in keeping ship clean. Educational director advised Seafarers not to let documents expire or they eventually would have to retake all exams. He encouraged everyone to contribute to SPAD and explained how vital it is for the union to fight for jobs and job security. No beefs or disputed OT reported. Crew requested union check with company about purchasing new mattresses and ice machine. Clarification requested pertaining to seniority on Seabulk vessels. Next ports: Anacortes and Kenai, Alaska.

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WEB-03/05

MTD Speakers Spell Out Role of Merchant Marine

Continued from page 8

He also stated that the Ready Reserve Force is “an important part of our capability” and the Jones Act “remains the cornerstone of our maritime policy. I consider the Jones Act non-negotiable.... We have to have a strong merchant marine.”

Jefferson noted that he is a longtime supporter of the U.S. Merchant Marine and believes in “protecting and enhancing the U.S. fleet and providing needed jobs and security for hard-working Americans, for U.S. citizen merchant mariners.”

He pointed out that in the port of New Orleans, he sees firsthand the economic importance of the maritime industry. It accounts for \$42 billion and 100,000 jobs in and around the region.

Jefferson said the tonnage tax which was signed into law last year is of “critical importance” to the industry. He noted that it will benefit U.S.-flag vessel owners and their employees. He was a leading proponent of the legislation.

Jamian said that through the years since World War II, some people forgot the history lessons that taught us the great value of the U.S. Merchant Marine.

However, that began to change for the better during the first Persian Gulf War.

“Today, the importance of these mariners—represented by these labor organizations here in the room—is being reinforced every day in the war in Iraq. More than 8,000 mariners and thousands of longshoremen at our ports have made certain that equipment and supplies for our armed forces in the field arrive safely, where they are needed and when they are needed.”

He pointed out that the tragedy of September 11 also underscored the importance of maintaining a viable U.S. fleet. “I believe that we must have a strong U.S. Merchant Marine, crewed by Americans loyal to our nation’s interests, as they have always been, and ready to serve as they have always been.”

Jamian called the MSP, the Jones Act and cargo preference laws “the fundamental triad of our nation’s maritime policies,” and said that those programs are “proven essentials” which are critical to U.S. national and economic security.

Blust discussed the U.S. Merchant Marine’s history of supporting America’s national defense, from the country’s earli-

est days to the present. “The maritime trades are essential to helping support our country and guarantee our freedom. I thank all of you for your patriotic efforts,” he said.

McNeill noted, “The Navy League mission strongly supports the longstanding U.S. policy that a viable U.S. maritime industry is a critical part of our national defense and economic security. You can make the case that a viable U.S. maritime capability is more critical today than ever, in this uncertain world of global terrorism.”

“The rationale for maintaining a commercial fleet under U.S. flag has always been grounded first and foremost in national security.”

She added, “The work of the maritime trades is a critical part of this nation’s industrial capacity. Without you, our troops would not have the means to get to the fight, or the equipment and supplies to win when they get there.”

She also stressed the need to keep ships on the cutting edge of technology, and praised U.S. mariners for their roles in Operations Iraqi Freedom and Enduring Freedom as well as tsunami relief.

Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

HOME ADDRESS FORM

(Please Print)

Name: _____

Phone No.: _____

Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner Other _____

*This will be my permanent address for all official union mailings.
 This address should remain in the union file unless otherwise changed by me personally.* 4/05

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	May 30	June 24
	July 11	August 5
	August 22	September 16
	October 3	October 28
	November 14	December 9
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 20	June 24
	August 22	August 26
	October 24	October 28
Bridge Resource Management (Unlimited)	May 9	May 13
	July 11	July 15
	September 12	September 16
	November 14	November 18
Celestial Navigation	May 16	June 10
	July 18	August 11
	September 19	October 14
	November 21	December 16
GMDSS (Simulator)	June 27	July 8
	August 29	September 9
	October 31	November 11
Lifeboatman/Water Survival	May 16	May 27
	June 27	July 8
	August 8	August 19
	September 19	September 30
Navigation Fundamentals	October 24	November 4
Radar	June 6	June 15
	August 8	August 17
	October 10	October 19
Radar Renewal (1 day):	June 27, August 29, October 31	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning March 21, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	June 20	August 11
	September 19	November 11
QMED - Jr. Engineer	June 20	September 8
Welding	May 9	May 27
	August 22	September 9
	September 19	October 7
	October 24	November 11
	October 31	November 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	May 16	May 27
	July 18	July 29
	September 19	September 30
Fast Boat Rescue	May 2	May 6
	June 6	June 10
Government Vessels	May 23	May 27
	July 4	July 8
	August 8	August 12
	August 22	August 26
	September 26	September 30
	October 31	November 4
	November 14	November 18
Medical Care Provider	May 30	June 3
	August 1	August 5
	October 3	October 7
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	June 6	June 17
	August 1	August 11
	September 26	October 7
Tankerman (PIC) Barge* (*must have basic fire fighting)	June 27	July 1
	October 17	October 21

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 659 — Graduating from the water survival class are unlicensed apprentices from class 6597 (in alphabetical order) Heather Bushey, Francis Gallagher Jr., Richard Gonzalez, Travis Kirkland, Kathy Lakoduk, Nicole Las, James Mahoney, Ian Manthey, Carlos McPherson, Kendrick Mincey, Kevin Moore, Kyle Parson, Karberto Ramos, Randon Robinson, Michael Sherman, Justin Sleator, Nelson Smith, Ignacio Tanguma, Jermeka Williams and Jacob Wilson.



Tanker Familiarization/Assistant Cargo (DL) — Completing this course Feb. 18 are (in no specific order) Richard Green, Eric Kjellberg, Stephen Berschger, Gerald Butler Jr., Craig Burmeister, Kamin Raji, Curtis Jackson, Charles Clausen Jr., Clay Brown, Tecumseh Williams, Martin Buck, Carl Motley, Charles Petterson, William Riggs, Jeffrey Coble and Cecilio Johnson. Their instructor, Jim Shaffer, is at far right.



Machinist — With instructor Steve Haver (right) are students who completed the machinist course March 11. From the left are Charles Sneed, Rahul Bagchi and Quincy Wilson.

ARPA — The six Seafarers completing the ARPA course Feb. 18 are (in alphabetical order) Randy Diaz, Basil D'Souza, John Henry, Steven Kroner, De Gutenberg Poitevien and Shelby Rankin. Their instructor, Mike Smith, is at far left.



Government Vessels — Upgrading students in the government vessels class ending March 4 include (in no specific order) Miguel Pizarro, Craig Burmeister, Frank Vogler, Gerald Butler Jr., Patrice Williams, Brook Bowers, David Grasso, Saul Suarez, Godofredo Rufo, Jonas Roninson, Eugene Granthan, David Desrosiers, Kim Gardner, Dana Fischer, Richard Otto, Kyle Bloom, Shelby Rankin, Robert Mensching, Richard Green, Martin Buck, Mario Suazo and Zein Achmad.



FOWT — Graduates from the FOWT course March 4 include (in alphabetical order) Adam Begleiter, Jorge Bodden, David Brewster, Nicholas Collins, Jess Cooper, Jeffrey Cornett, Jerome Culbreth, Michael Evans, Jim Farmer, Bryan Field, Loy Frye, Orlando Herrera, Demarco Holt, Gilbert Johnson, Brian Leach, Tomas Merel, Orlando Pabon, Jomar Rodriguez, Michael Sanchez, Dominic Whitty and Brett Wilson. Their instructor, Eric Malzkuhn, is second from right.

Computer Lab Classes



Instructor Rick Prucha congratulates students for their accomplishments in the computer lab.

In the photo at left are Prucha with Kim Gardner and her son, Julien Shelling.

In the photo at right are (seated, from left) Elston Yu-Mateo and Darlene Steede. Prucha is standing behind them.

Congratulations to all for a job well done.



Above, Prucha stands with Nasser H. Ahmed, who completed the Excel course.

Paul Hall Center Classes



Small Arms Training — March 4 was graduation day for those in the small arms training class. They are (in alphabetical order) Saif Ali, Thia Banks, Tedrick Blackstone, Timothy Cullen, Latonia Fury Jr., Mark Keblis, Jerome Prince, Perry Schroff, Scott Spilman, Teresa Ward, Evan Werner and Kenneth Williams. Their instructor, Robbie Springer, is at far left.



STOS — Receiving their STOS certificates of completion Feb. 25 from instructor Stacey Harris (in hooded parka) are (in no specific order) Kenneth Williams, James Ruffin, Ronald Whitlow, Timothy Watson, Hector Ortiz, Jerome Prince, Muguel Pizarro, Brian Saba, Teresa Ward, Perry Schroff and Joshua Smith.

Basic Safety Training Classes



STCW — NCL, Feb. 18: Dana Anderson, Justin Brown, Robert Daniel II, Jonathan Dubin, Patrick Ehrich, Neil Gerken, Charlotte Greco, Debra Huffman, Lester Jerome, Dennis Kiander, Andrew Moore, Ryan Moore, Lyn Paxman, William Peerson, Maria Sandoval, Robert Schultz, Kyle Siegel, Donald Springfield, Bryan Tranthan, Derek Baron, Benjamin Grier and Adam Martidale.



STCW — March 4: Ali Alzokari, Noel Corrales, Wilma Diaz, Timothy Hall, Michael Jarvi, Hussein Jinah, Gerald Karl, John Kelly, John Klein, Troy Larick, Henry Peterson, Eissa Saleh, Youssef Saleh and Daniel Tennant.



STCW-Crowd Management — NCL, March 4: Jim Cruz, Jason Cruz, Sharon Crowe, Betty-Jo Dau, Carl Collett, Shanna Bank, Sunshine Gruber, Troy Larick, Wilma Diaz, Timothy Hall, Annelyn Bautista, Marcos Gomez, Damarco Bailey, Timothy Lambrecht, John Del Mundo, Nicanor Dechico and Henry Davis III. Not pictured is Raquel Collins.



STOS — A second group of students received their STOS certificates of completion Feb. 25. They are (in no specific order) Robert Morrison, Thia Banks, Felsher Beasley, Paul Brown, Ariel Lopez, Stephen Cooper, Tony Fury, Danie Anderson, Muguel Pizarro, James Ruffin, Teresa Ward, Tim Watson, Kenneth Williams and Ronald Whitlow. Their instructor, Tony Sevilla, is fourth from right.



Tankerman (PIC) Barge — Completing the tankerman (PIC) barge course Feb. 25 are (in no specific order) Douglas Crawford, Thomas Henderson, Ronald Freitas, Russell Horton, Sunday Nwankwo, Russell Hudson, Jerry Karl, Daniel Tennant and Michael Voda. Their instructor, Mitch Oakley, is at far right.



Chief Cook — Working their way up in the galley department with instructor John Dobson (left), are Darlene Steede and Robert Borro.

ATTENTION SEAFARERS:

Check all your shipping documents to be sure they are up-to-date and not about to expire. You can't sail without them!

Seafarers Stay Cool Under Pressure, Deliver in Operation Deep Freeze

Seafarers aboard the *USNS Paul Buck* earlier this year completed a successful voyage that was anything but run-of-the-mill.

The SIU-crewed vessel delivered gasoline, diesel and jet fuel to McMurdo's U.S. station, a scientific research facility located in Antarctica.

The annual resupply mission (which includes a separate delivery of food and other stores), known as Operation Deep Freeze, takes Seafarers to Earth's coldest, windiest location—but that doesn't stop crew members from not only doing the job, but doing it well.

"The crew of the *Buck* was one of the finest I've had the pleasure of working with," stated Bosun **Phil Corl**, who submitted the photos on this page. "The camaraderie and professionalism of every member of the crew made the voyage not only bearable but a pleasure."

Seafarers sailing aboard the *Paul Buck* during the resupply mission included

Corl, ABs **Dio Bermudez**, **Albert Wambach**, **Carlos Burroughs** and **Carlos Machado Gomez**, QMEDs **Joseph Benavente** and **Orlando Pajarillo**, Pumpman **Micah Miller**, DEUs **Romero Jomoc** and **Terry Linyear**, Chief Steward **Norman Jackson**, Chief Cook **Nathalie Norie**, GSUs **Adolphus Young** and **Ahmed Hussain** and

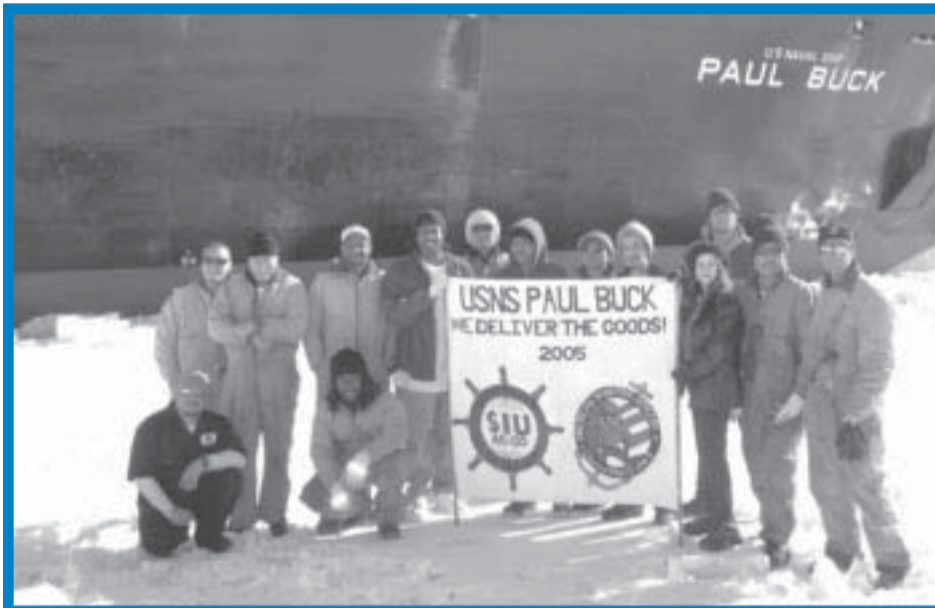
Unlicensed Apprentice **John Yi**.

"I am, and you can be very proud of these people," Bosun Corl noted. "They represented themselves and the union at the highest standard. We all delivered the goods."

The *USNS Paul Buck* is operated by Seafarers-contracted Ocean Shipholdings, Inc.



SIU member Dio Bermudez mans the wheel during his first trip as an AB. Bosun Phil Corl credited Bermudez for making extra effort to practice steering throughout much of the mission.



Seafarers from the *USNS Paul Buck* earned praise from MSC for their efforts in Operation Deep Freeze. Pictured near the vessel in Antarctica early this year are (kneeling, from left) QMED Joseph Benavente, AB Dio Bermudez, (standing, from left) Unlicensed Apprentice John Yi, AB Albert Wambach, AB Carlos Burroughs, Steward Norman Jackson, AB Carlos Machado Gomez, GSU Adolphus Young, DEU Romero Jomoc, GSU Ahmed Hussain, Chief Cook Nathalie Norie, Pumpman Micah Miller, QMED Orlando Pajarillo and Bosun Philip Corl.

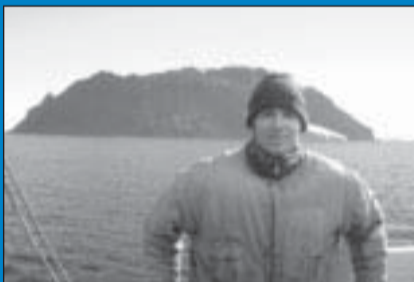
'Deep Freeze' Data

- McMurdo Station is Earth's southernmost ground accessible by ship
- Annual resupply mission only is possible in January and February, due to weather considerations
- Seafarers typically deliver fuel, food and other stores to the base
- Ice cutters assist larger ships to and from McMurdo
- U.S. National Science Foundation manages the U.S. Antarctic Program and coordinates research at the base
- Antarctic Program's goals include understanding the Antarctic and its associated ecosystems and using Antarctica's unique features for scientific research that cannot be done as well elsewhere

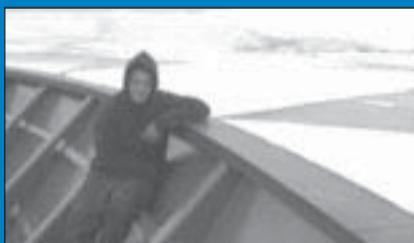
Incredible Scenery



Bosun Phil Corl



Pumpman Micah Miller is pictured with Beaufort Island in the background.



Unlicensed Apprentice John Yi made his first trip aboard the *Paul Buck* during Operation Deep Freeze.



It's not quite walking on water, but Seafarers take advantage of the chance to "go ashore" on the frozen ocean water near McMurdo Station.

MSC Credits Mariners for 'Superlative Performance'

After the voyage, a communication from the U.S. Military Sealift Command (MSC) praised the crew for its "superlative performance during the recent Operation Deep Freeze polar resupply mission. Operating in severe weather conditions, both ship and crew demonstrated the finest professionalism in providing critical logistical support to the men and women at McMurdo Station.

"Your responsiveness and spirited cooperation with the three assist ice breaker vessels was most noteworthy and key to the success of this mission," the MSC letter continued. "Bravo Zulu and thank you for your superb effort."



McMurdo Station (above right) opened in 1955 and is built on volcanic rock at the southern end of Ross Island, which measures 45 miles by 45 miles. It houses anywhere from 1,100 scientists and support personnel to roughly 250 people (from February to late October).

The four photos (left and right) show some of the sights seen daily from aboard and around the vessel.

