



The

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Seafarers Log

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Alaskan Explorer Christened

The SIU-contracted tanker *Alaskan Explorer* (below) was christened last month at a ceremony in San Diego. It is the second of four new double-hulled tankers being built for BP Oil Shipping Company, USA. Page 3.



Paul Hall Center Announces Course Schedules for 2005

The SIU-affiliated Paul Hall Center for Maritime Training and Education has announced course dates for this year. A schedule is on page 10; course descriptions are listed on pages 11-14. Pictured below are upgraders in various Paul Hall Center classes. The school is located in Piney Point, Md.



MSP Fleet Continues Adding Newer Replacement Vessels

The U.S. Maritime Security Program (MSP) fleet continued its recent upgrade last month as SIU members crewed up two newly reflagged containerships for Waterman Steamship. Seafarers also recently crewed up a sixth containership for Maersk Line, Limited that transferred into the MSP. Among the newly reflagged vessels are the *Sealand Meteor* (below) and the *Sealand Charger*, whose crew includes (from left in photo at right) Chief Cook Wiley Owens, GVA Charlie Powers and Recertified Steward Roger Linasan. Page 4.



Seafarers Rally with Flight Attendants

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President's Report

Our Children, Our Troops, Our Heroes

Making the short climb up the fold-out staircase leading into the airplane, I honestly didn't know what to expect when I walked through the door.



Michael Sacco

The scene was Scott Air Force Base, Ill., a week before Thanksgiving. The plane was a large old C-141 carrying nearly 100 injured American soldiers back from the fierce fighting in Fallujah and other Iraqi cities.

What happened during my hour aboard that plane will stay with me forever.

It may be hard to understand how a brush with wounded soldiers could be positive and uplifting, but my time with those troops was all that and more. Their incredible spirit and bravery, their genuine love of this country, and their unwavering commitment to each other left me with overwhelming feelings of admiration and gratitude.

You might expect a planeload of injured troops to be sad or scared or maybe even resentful. The men and women on that aircraft returning from the battlefield were just the opposite. As I walked through the darkened plane, shaking their hands and thanking them for serving our country, soldier after soldier expressed the exact same sentiments. First and foremost, they wanted to get patched up so they could go back to their friends, their fellow soldiers in Iraq. Can you imagine that kind of courage? I saw it up close, and believe me, it's real.

The troops also waved off any description of themselves as heroes. We were just doing our jobs, they said. Maybe so, but in my book they are heroes in the finest

sense of the word.

Their wounds varied in severity, but even the more seriously injured took a businesslike attitude toward the whole experience. One soldier casually remarked that he planned to save some of the shrapnel that literally had torn through his neck and cheek so he could polish it and turn it into jewelry. Another young man who'd been machine-gunned in the chest calmly pointed out that his flak vest had saved him.

As a veteran of the U.S. Air Force, I've always admired and believed in our armed forces, but recently witnessing their strength, character and integrity up close was an awesome experience. Their morale couldn't have been much better, and they said the same is true of their fellow soldiers still in the fight. Keep in mind they are all volunteers, much like our own U.S. Merchant Mariners.

The other thing that stood out from my visit was how young so many of the soldiers are. For some of the guests aboard that plane, it was like looking at our children or grandchildren—a jolting feeling. For others, they actually *were* looking at and visiting with their children.

It called to mind some of the stories from World War II, when kids in their mid-teens lied their way into the armed forces or the merchant marine because they wanted to join the fight. They wanted to help win the war. It's heartening to know that so many Americans were ready then, just as we were in Korea and Vietnam and the first Persian Gulf War. It's inspirational to see that so many have stepped up to win today's battles.

I went to Scott Air Force Base to join in honoring our good friend, Lt. Gen. Gary Hughey, who is retiring as the deputy commander of TRANSCOM, the U.S. Transportation Command.

After spending time on the base with General Hughey and on the plane with Lt. Col. Todd Robbins, I came away with an even greater appreciation for the incredible job done by TRANSCOM under the outstanding leadership of its commander, Gen. John W. Handy. I have similarly strong appreciation for the performances of our troops and the unsung heroes who make up the medical staffs for our armed forces.

Believe it or not, there were lighthearted moments on the plane, too. The rivalry between the Yankees and Red Sox was in full force, as evidenced by fans of both baseball teams. And a number of the soldiers joked about having a chance to "autograph" the bulkheads, as others had done as far back as the mid-1970s, when that very same plane carried the last known POW's from Vietnam.

Because of the SIU's role as part of America's fourth arm of defense, I've probably never looked at news reports on the war in Iraq quite the same way as the average American does. Our own SIU brothers and sisters repeatedly have sailed into harm's way to support our troops in Operations Enduring Freedom and Iraqi Freedom. Our SIU brothers and sisters have sailed side by side with military security teams aboard our U.S.-flag ships. So it has always been personal.

Still, after spending time on that plane, I'll never view the war reports the same way. It's different now, even closer to the heart.

We've often said in the SIU, we deliver the goods. As we enter the New Year, I want everyone to know that the people we deliver for—the men and women of the United States Armed Forces—are the finest individuals on this planet.

God bless us all in 2005 and beyond.

Lt. Gen. Hughey, Strong Supporter of U.S. Mariners, Bids Farewell to Marine Corps and U.S. TRANSCOM

Lt. Gen. Dail Appointed Deputy Commander of Key Defense Agency

The number two general at the U.S. Transportation Command (TRANSCOM) for the past few years, Lt. Gen. Gary H. Hughey, deputy commander, was honored Nov. 18 at his retirement ceremony at Scott Air Force Base, Ill.

Hughey was joined center stage by his wife, Heidi, and

daughter Shannon and by Air Force Gen. John W. Handy, commander, TRANSCOM, who presided over the ceremony.

SIU President Michael Sacco and SIU Vice President Contracts Augie Tellez represented the SIU at the event.

"General Hughey has been a great friend to the U.S. Merchant

Marine," Sacco stated. "I know I speak for our entire union when I say that we respect him immensely and we will miss his presence at TRANSCOM."

"At the same time, we congratulate his successor, and we look forward to working together to help further ensure that U.S. mariners on U.S.-flag ships continue to serve America's national and economic security."

Hughey's official retirement date is Jan. 1, 2005—at which time he will have completed 36 years, 9 months and 18 days of cumulative service to the Marine Corps and a grateful nation, leaving behind a legacy of visionary leadership and logistical innovations.

Defense officials recently confirmed Maj. Gen. Robert T. Dail's appointment to the rank of Lt. Gen. with assignment as Deputy Commander, U.S. Transportation Command. Dail was promoted and assumed his new duties late last year.

During Hughey's retirement ceremony, in front of an audience of friends and family, the majority wearing multi-colored uniforms from each of the military services, Handy presented Hughey the Defense Distinguished Service Medal. The narrator, Navy Capt. Nan Honey, described Hughey's impact and contributions while reading from the award citation: "During his [Hughey's] tenure, the command [TRANSCOM] flawlessly supported Operations Enduring Freedom and Iraqi

Freedom, transporting over 1.5 million passengers, over 4 million short tons of cargo, while concurrently supporting numerous high-visibility operations, peacekeeping efforts around the world, emergency response to the Space Shuttle disaster, Super Typhoon Pongsona, Iranian earthquake relief, the California wildfires, and hurricanes Charley, Frances, Jeanne and Ivan, as well as support to the National Science Foundation in Antarctica."

In a news release about the ceremony, the agency pointed out that Hughey's leadership at TRANSCOM "came during a pivotal era for military logistics. Hughey has been instrumental in USTRANSCOM's role as the Distribution Process Owner for the Defense Department. He championed the first-ever joint service distribution command and control entity to integrate, prioritize cargo, and provide end-to-end in-transit visibility of military cargo. This concept has already avoided more than \$268 million by shifting lift assets from air to sea."

The agency noted that Dail, an Army Transportation Corps officer, has commanded and led logistics units at every level,



Lt. Gen. Gary H. Hughey served as deputy commander of the U.S. Transportation Command.

with service in mechanized, airborne and special operations organizations.

Since August 2003, he has served as the Director of Operations, J3, at TRANSCOM. In this capacity, Dail oversaw efforts to manage and synchronize the aircraft, ships, trains and trucks that allow America to project power and sustain forces worldwide.

During Dail's tenure, the command conducted the largest rotation of military personnel and assets since World War II.



Lt. Gen. Robert Dail (center), TRANSCOM's new deputy commander, celebrates his promotion with his wife, Anne, and Gen. John Handy, commander, TRANSCOM.

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Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, Feb. 21, 2005 for the observance of Presidents Day (unless an emergency arises). Normal business hours will resume the following workday.

Tanker Alaskan Explorer Christened

The second of four new double-hull tankers being built for BP Oil Shipping Company, USA was christened Dec. 4 at the National Steel and Shipbuilding Company (NASSCO) yard in San Diego.

The *Alaskan Explorer* will be operated by SIU-contracted Alaska Tanker Company (ATC). SIU Vice President Contracts

Augie Tellez and SIU Vice President West Coast Nick Marrone represented the union at the ceremony.

"The construction of the Alaska-class tankers is significant on many levels," noted Tellez. "It means new shipboard job opportunities for SIU members. It strengthens the U.S.-flag fleet. It also helps maintain a pool

of well-trained, loyal, reliable U.S. citizen mariners who are available to sail on military support ships for our national defense."

Seafarers already are sailing aboard the first ship in this class, the *Alaskan Frontier*. That vessel was delivered last August. By early last month, the *Alaskan Frontier* had completed five voyages between Alaska and the West Coast, delivering 5.5 million barrels of Alaska North Slope crude to West Coast ports.

"The *Alaskan Frontier* is performing extremely well in its early months of service and is meeting our every expectation for reliability, safety and efficiency," said BP Shipping, Ltd. Chief Executive Bob Malone. "We look forward to the addition of the *Alaskan Explorer* and her sister ships to continue our mission of safe, environmentally friendly transportation of cargoes."

The keel laying for the third ship took place in July. Construction on the steel blocks that will become the fourth ship in the class began in October. The remaining three ships are scheduled to be delivered between now and the end of 2006.

Both BP and NASSCO describe the new double-hull vessels as the most environmentally friendly tankers ever built. "These ships use seawater instead of oil to cool and lubricate their propeller shafts, thus eliminating accidental oil leaks," the companies noted in a news release following the *Alaskan Explorer* ceremony. "Their cargo piping, normally installed on the deck, is inside the cargo tanks, to reduce the risk of small spills. The ships have twin diesel-electric propulsion systems in separate engine rooms, powering two propellers and twin rudders. Diesel-electric propulsion was



The *Alaskan Explorer* is pictured last summer during a "float out" (top) and earlier in the year while under construction. It is the second of four Alaska-class tankers being built in San Diego for operation by SIU-contracted Alaska Tanker Company.



Seafarers Support Our Troops!



Dozens of SIU-crewed military support ships are sailing in what has been dubbed Operation Iraqi Freedom 3, the current phase of the war's sealift mission. The *USNS Watson* (top photo) and *USNS Pomeroy* (below) are among the Seafarers-crewed vessels supporting our troops. The photo above shows participants in a security drill (from left) Sgt. Prem Shahi, Capt. Ryan White, U.S. armed forces member Yam Thapa and AB Sean Farra. Below, celebrating the "birthday" of the U.S. Marine Corps are (from left) Sgt. Dennis Weisend, USMC; Steward/Baker Javier G. "Deli" Delosreyes; Cpl. John Gibbs, USMC; LCpl. Harley Dickson, USMC; Capt. Paul K. Davis, master of the *Pomeroy*; and Sgt. Gabriel Delarosa, USMC. The celebration reflects the team atmosphere generated by crew members, officers and troops on SIU-crewed vessels.



SIU Election Results Will Be Announced

Voting was scheduled to be completed at the end of last month, and results of the election of officials for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District/NMU will be announced, in accordance with the SIU constitution, upon completion of the tallying committee's work. Results of balloting on the two proposed constitutional amendments also will be announced.

Special membership meetings were conducted late last month in union halls listed in the SIU con-

stitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's constitutional ports, will tabulate results of the election, which started Nov. 1 in all SIU halls and was scheduled to end Dec. 31.

The February issue of the *Seafarers LOG* will carry the results of the election.

The ballot included a list of candidates seeking the posts of president, executive vice president, secretary-treasurer, eight

vice presidents, six assistant vice presidents and 10 port agents (for a total of 27 positions) along with the two proposed constitutional amendments. Individuals elected in this round of balloting will serve a four-year term lasting from 2005 through 2008.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution. Members had the opportunity to pick up a ballot either in person at one of the 21 union halls around the country and overseas or via mail (absentee ballot).

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample ballot, a list of voting locations, the constitutional committee's report and other related information appears on pages 6-11 of the October 2004 issue of the *Seafarers LOG*.

Additionally, a notice of the election was mailed in October to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.



In San Francisco, SIU Safety Director Archie Ware (right) and SIU Representative Lumanlan Romy answer Seafarer John Ropp's questions about the balloting procedure.



SIU Algonac Port Agent Todd Brdak (left) assists Chief Steward Lonnie Jones in securing a ballot at the union hall.



SIU San Francisco Port Agent Vince Coss (right) hands a ballot to Seafarer George Rose.

More Ships Rotate into MSP Fleet

Replacement Vessels Give Fresher Look to U.S.-Flag Fleet

The U.S. Maritime Security Program (MSP) fleet continued its recent upgrade last month as SIU members crewed up two newly reflagged containerhips for Waterman Steamship.

Seafarers also recently crewed up a sixth containerhip for Maersk Line, Limited that transferred into the MSP.

All eight of the newly reflagged Seafarers-crewed ships are replacement vessels, giving the MSP fleet a more modern element that bodes well for U.S. national and economic security.

The two Waterman ships are the *P&O Nedlloyd Veracruz* and the *Buenos Aires*. They are

expected to run between the Gulf Coast and the Middle East. Both ships are equipped with cranes.

Maersk's new additions are the *Sealand Charger*, *Sealand Meteor*, *Maersk Alabama*, *Sealand Intrepid*, *Sealand Comet* and *Sealand Lightning*.

As previously reported, the U.S. Maritime Administration describes the Maritime Security Program as "a fundamental element of the U.S. maritime transportation system, providing an active, privately owned, U.S.-flag, and U.S.-crewed liner fleet in international trade that is available to support Department of Defense sustainment in a contingency."

The MSP was established by the Maritime Security Act of 1996 and provides annual funding for up to 47 vessels to partially offset the higher operating costs of keeping these vessels under U.S.-flag registry. MSP payments represent approximately 13 percent of the cost of operating U.S.-flag vessels.

In December 2003, President Bush signed a 10-year extension of the MSP, set to begin later this year when the current program expires. The updated MSP increases the number of participants from 47 ships to 60 ships and provides financial assistance to construct five newly built tankers in the United States that

are capable of carrying military petroleum products during a war.

The MSP helps maintain a pool of well-trained American seafarers who are available to crew the U.S. government-owned strategic sealift fleet as well as the U.S. commercial fleet, both in peace and war.



Seafarers greet SIU VP West Coast Nick Marrone (second from left) and SIU Wilmington Port Agent John Cox (center, standing) at the newly reflagged *Sealand Comet* in Los Angeles late last year.



Left:
AB Jerome Luckett
Sealand Meteor



Right:
OMU Soo Ahn and
AB Peter Koucky
Sealand Meteor

Seafarer and Reservist Approaches Both Jobs with Pride, Patriotism

SIU Electrician Notes Merchant Marine's Key Role

SIU member **Richard King** has seen Operation Iraqi Freedom from the perspective of a merchant mariner, sailing in support of U.S. troops.

Now, he is experiencing the mission as an activated member of the U.S. Naval Reserve. King mobilized Nov. 30 for training in Norfolk, Va. before heading to the Middle East.

"I'm excited about it," he said while en route to Norfolk. "I've prayed about this, and I'm glad to be one of the guys to stand up and be counted. I definitely believe in the cause, I'm very grateful to be an American and I don't mind at all paying back what little I can."

King, 34, sails as an electrician with the SIU. He joined the union in 1995 after graduating from Class 540 at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

In addition to being a First Class Engineman in the reserves, King also sails with the American Maritime Officers. He enlisted in the Navy out of high school and served four years (including during the Persian Gulf War) before joining the Naval Reserve.

The resident of East Alton, Ill. speaks from experience when he says the U.S. Merchant Marine is vital to America's military capability. "The merchant marine's role is extremely important. We're able to deliver mass quantities of the best equipment our country can produce, and the quality that the seamen provide is top notch," he said.

Throughout OIF, members of the armed forces have sailed aboard civilian-crewed U.S.-flag vessels, primarily for security purposes. "That's the one chance for the military guys (destined for duty overseas) to have a hot meal and a good night's sleep," King pointed out. "They appreciate being on merchant ships; they say that all the time. And we get along great with each other. There's a lot of respect."

King's wife, Christie, is a nurse who also is a member of the Naval Reserve. She is due to activate next month, likely headed for a hospital compound in Kuwait.

"We're both goal-oriented, and she's very sup-



Seafarer Richard King and his wife, Christie, both serve in the U.S. Naval Reserve.

portive and understanding," King said. "She knows I enjoy the profession of being a Seafarer. As a matter of fact, I don't think I'll ever not sail. It's a good niche for me, and I'm a big fan of the travel. It truly is an adventure that lets you learn about cultures."

A frequent upgrader at the Paul Hall Center, King said that another appealing part of his job is "it's the one place where a guy can literally promote himself. It's all a matter of time and ambition. If you want to go to the top, you most certainly can."

In the Naval Reserve, King normally works as a barge ferry engineer. "Any time the equipment goes from the ship to the beach, we're involved," he explained.

For the current mission, however, he was joined by hundreds of fellow reservists from across the country for special training involving vessel and port security. Their assignments with the Naval Expeditionary Logistics Support Force in Iraq and Kuwait apparently will be similar to some of what the Coast Guard does in U.S. ports.

"I'm excited about it," King concluded. "Who knows, I may even get there on an SIU ship."



Recertified Steward
Larry Lightfoot
Sealand Meteor



Bosun David Collins
Sealand Meteor

Solidarity with CWA in D.C.



Seafarers recently demonstrated with Communications Workers of America (CWA) mailers who are battling to secure a fair contract at *The Washington Post*. Hundreds of trade unionists participated in the Nov. 15 rally in Washington, D.C. Approximately 400 CWA mailers are part of the bargaining unit which has fought for a new agreement for more than 18 months. "I couldn't be more proud of them for standing up to this huge conglomerate," said Bill Boorman, CWA vice president for the Printing Sector. "The *Post* wants them to work longer for less. They don't want to give them any pay increase. And they don't want to give them equal pay for equal work." The *Post* also wants the mailers to give up money they've contributed to their defined benefit pension.

With Starlight Marine Boatmen



SIU Assistant VP West Coast Nick Celona (front row, second from left) recently met with boatmen on the Seafarers-crewed tug *Millennium Star* in San Francisco to catch up on the latest union and industry news. Pictured aboard the boat are Celona and Seafarers Sean Dering, John Paxson, Yorik Cade, Daniel Porschien, Justin Rodgers and Chris Swan.

Flight Attendants Launch National Campaign Against Corporate Greed

Flight attendants, other union members (including Seafarers) and labor supporters rallied in Washington, D.C. and at airports across the country Dec. 14 to focus attention on the critical need for government action to stop management's assault on workers' pensions, health care and jobs in the airline industry.

In Washington, a rally and candlelight vigil took place in the early evening near the White House, on what to that point was the year's coldest day in D.C. Seafarers joined hundreds of flight attendants, other union members and supporters in hearing from Association of Flight Attendants-CWA President Pat Friend, AFL-CIO President John Sweeney and other speakers.

In related events, informational picketing took place at the Sea-Tac Flag Pavilion, in front of Seattle's Sea-Tac International Airport, and flight attendants and supporters in San Francisco conducted a march and candlelight vigil outside United Terminal 3 at San Francisco International Airport.

These events and others are part of a national effort calling for action by Congress and adminis-

tration regulators to end practices that allow companies to abuse the bankruptcy process in order to strip workers of their retirement security and health care, impose devastating wage cuts and destroy careers. AFA also is calling for "a real public policy discussion of aviation policy in the United States to address today's critical issues," said President Friend.

"The position of many airline executives that workers must subsidize one failed business plan after another must end," Friend said, adding that other parties, government, consumers and management must support this industry as well. "Airline management is overreaching, and if they are not stopped, the continuing cuts in wages, benefits and working conditions across the industry will spread to financially health carriers, and then on to other industries."

Sweeney told the crowd at the Washington rally, "Our airlines are Wal-Mart with wings. Thousands of workers and tens of thousands of passengers are sharing substandard and potentially unsafe working and traveling conditions."

Flight attendants are sending a message to airline management, corporate America and Washington's lawmakers that dragging down the standard of living for flight attendants threatens the very foundation of traditional American values, and that the AFA will fight this assault.

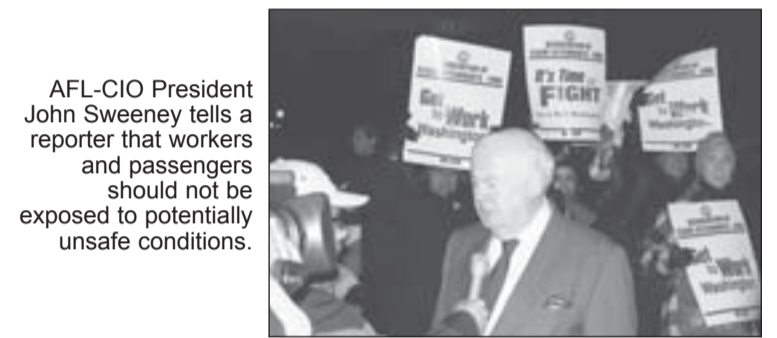
In November, the union approved a global strike if a federal bankruptcy court agrees to allow an airline to throw out its collective bargaining agreement. Four airlines have filed for bankruptcy protection and are seeking huge cuts in workers' pay and benefits; at least two are seeking to abrogate their flight attendant contracts if agreement is not reached on the cuts.

Those carriers, United and US Airways, want to walk away from the contracts while slashing retiree medical benefits and eliminating pensions. Flight attendants at those carriers are voting on whether to authorize strike action.

The AFA includes more than 46,000 members.



Bill Burke/PageOne Photography
Seafarers who participated in last month's rally in Washington, D.C. are pictured with Association of Flight Attendants President Pat Friend (sixth from left) and AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex (right).



AFL-CIO President John Sweeney tells a reporter that workers and passengers should not be exposed to potentially unsafe conditions.



The 2004 event took place at the St. Louis America's Center and drew hundreds of thousands of guests.

Portland Hosts 2005 Edition Of Union Industries Show

North America's only all-union product and skills exposition—the AFL-CIO Union Industries Show—will be conducted April 29-May 2 at Portland's Oregon Convention Center.

For four days, virtually everything union men and women make or do will be on display for the public to touch, see and sample. Admission to the outing will be free.

"The AFL-CIO Union Industries Show has everything from union-trained seeing eye dogs to union-made wedding cakes, motorcycles and blue jeans, all under one roof," said Charles Mercer, president of the Union Label and Service Trades Department, AFL-CIO, which produces and manages the event.

More than 300 exhibits covering an area equal to four football fields will bring to life the show's theme, "Good Jobs Build Strong Communities," Mercer said. The event will feature live skills demonstrations, such as "high iron" construction work, silk-screening, haircutting and other

crafts and trades. Free prizes, including new cars, a Harley Davidson motorcycle, ranges and refrigerators will be raffled to the public. Students and job seekers can meet training and apprenticeship coordinators and representatives from dozens of different industries.

Except for a few years during World War II, the AFL-CIO Union Industries Show has visited one U.S. city each year since 1938. Portland last hosted the show in 1992.

"Local and national unions and employers work together at the show to demonstrate the importance of good jobs to the economic and social life of the community," Mercer explained, adding "This is a highly entertaining, as well as an educational experience, for the entire family—and it's free admission!"

Show hours will be 11 a.m. to 7 p.m. April 29 through Monday, May 2. More information about the event is available at www.unionindustriesshow.org.

Filipino Crew of FOC Ship To Testify on Safety Violations

The crew of a so-called flag-of-convenience vessel is stranded at the Port of Long Beach after becoming unintentional star witnesses in a federal grand jury investigation.

Reports say the mariners, 13 Filipinos, don't know when they will be allowed to return home. Their fate since Sept. 14 has been uncertain since the U.S. Coast Guard impounded their vessel, the *Katerina*, because of safety and environmental violations. The 13 mariners must remain in the United States until they testify at a trial expected to take place

sometime this year.

"We are all helpless; we cannot say how long we will be here or what will happen to our families," said Roberto Yanoc, the ship's third engineer. "We are sacrificing our professions by being material witnesses."

A 16,320-ton Greek-operated cargo ship, the *Katerina* in early September was sailing under a Maltese flag of convenience when it steamed into Long Beach. Its cargo was steel coils and reinforced steel bars. Coast Guard officials boarded the craft and discovered that its oil sludge

filter had been disabled, toilets were broken and crew members had been deprived of food and water. The vessel was infested with cockroaches and other parasites. Crew members complained that at their last port of call in Balboa, Panama, they had resorted to boiling buckets of river water and fishing off the fantail.

Federal prosecutors say the *Katerina's* captain, chief engineer and second engineer ordered the crew to dump oil waste and sewage overboard and conceal it from Coast Guard inspectors. One of the ship's officers also allegedly threatened crew members with bodily harm if they cooperated with the Coast Guard.

Continued on page 9

NY Port Council Honors 3



The AFL-CIO Maritime Trades Department's Maritime Port Council of Greater New York and Vicinity on Oct. 16 honored three individuals for their respective commitments to the working men and women of this nation and to the U.S. maritime industry. Vice Adm. David L. Brewer III, USN, Commander, Military Sealift Command, was named Government Man of the Year; Joseph P. Gehegan, Jr., president and CEO of United States Shipping LLC received the Herb Brand Memorial Man of the Year Award; and Stuart Appelbaum, president of the Retail, Wholesale and Department Store Union received the Paul Hall Award of Merit. Pictured at the event are (from left) Port Council President Joseph Soresi, who also is vice president of the SIU's Atlantic Region; Vice Admiral Brewer; Gehegan; Appelbaum; SIU and MTD President Michael Sacco; and SIU VP Contracts Augie Tellez.



Meeting aboard the Puerto Rico Towing tug *Punta Borinquen* are (clockwise from left) Deckhand Felix Prieto, Deckhand Sinfiorano Negron, AB/Delegate Angel Lozada, Deckhand Julio Maldonado, Capt. Alfredo Gonzalez (AMO), SIU Port Agent Victor Nuñez and Crowley Docking Master Johnny Velez.



Aboard the *Horizon Hawaii* in San Juan, P.R., Recertified Bosun Stewart Dixon (left) informs SIU Port Agent Victor Nuñez that this will be his last vessel before applying for his pension.

On the Move With the SIU



When Dragi Odak, 64, retired late last year, he was given a surprise party, complete with a decorated cake (bottom photo) and lots of gifts from fellow crew members and friends at Crowley. Among those pictured with Dragi (top photo) are EU John Tipich, Mate Chad MacAulay, Mate Mike Schmidt and Capt. Ed Brady. Brother Dragi makes his home in San Pedro, Calif.



In the Tacoma, Wash. SIU hall, Port Agent Bryan Powell (at right in the photo at left) issues a ballot for the SIU election to Ahmed Shaibi. Above, SIU Assistant VP Donnie Anderson is busy at the service counter.



Kermett Mangram, SIU vice president Government Services, attended the Virginia AFL-CIO convention in Williamsburg last August. Above, he shakes hands with Virginia Gov. Mark Warner and, below, he meets with Tim Kaine, the Commonwealth's lieutenant governor.



Left: Crew members aboard the *SL Pride* attend a ship-board meeting in Houston. Included in the group are Bosun Kyle Schultz, ABs Luis Alvarez, Alan Lumansoc, Lorenzo Tifre, Michael Warren and Hans Gottschlich, Chief Electrician Ronald Pheneuf, QMEDs Pete Murtagh and Alton Hickman Jr., GUDE Angel Bruno, Recertified Steward Pedro Sellan, Chief Cook Leonicio Gonzalez and Utility Terry Allen.



Bosun Kyle Schultz (left) and SIU VP Gulf Coast Dean Corgey talk about a recent voyage.



Assistant VP Jim McGee (left) poses with Deck Delegate Hans Gottschlich and VP Dean Corgey



McGee and Corgey meet with members of the Houston shoregang: Kendra Savage, Bosun's Mate Gilbert Rodriguez, Robert Zepeda, Eddie Hall and Monte Perina.

San Francisco SIU Hall Hosts Holiday Celebration



SIU VP West Coast Nick Marrone (left) and SIU Assistant VP Nick Celona welcome House Democratic Leader Nancy Pelosi to the annual holiday feast at the union hall in San Francisco.



Guests at Annual Gathering Give Thanks, Remember Troops



Electrician Steven Biles (right) carries the U.S. Merchant Marine flag as members of the 4th Marine Division, 23rd Regiment, present the colors.

Hundreds of Seafarers, retirees, dignitaries and their families got an early start to Thanksgiving when they celebrated the holiday Nov. 23 at the SIU hall in San Francisco.

The 14th annual gathering, organized by SIU Assistant Vice President Nick Celona with strong support from Recertified Stewards **Peter Ciddio** and **Louella Sproul**, lived up to its reputation as one of the most consistently worthwhile labor events in the area.

House Democratic Leader Nancy Pelosi commended the U.S. Merchant Marine for its role in Operation Iraqi Freedom, as did many of the other speakers. As usual, the audience included individuals from labor, business, government and the military.

"The whole tone of the event really centered on supporting our troops and maintaining a strong U.S. Merchant Marine to supply those troops," noted Celona. "We prayed for the troops and gave thanks that we live in a free country."

Alioto's Restaurant on Fishermen's Wharf cooked 32 turkeys and 18 hams for the event, while numerous Seafarers joined Ciddio and Sproul in volunteering for further meal preparation and presentation. Altogether, more than 350 people attended.

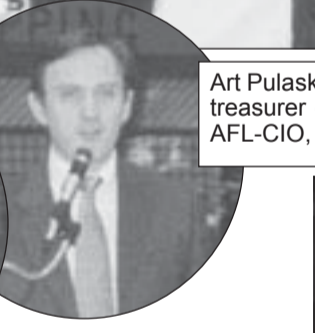
Editor's note: Thanks to Charlie Farruggia for providing the photos on this page.



San Francisco District Attorney Kamala Harris said the SIU event represented the city's finest traditions.



California State Senator Jackie Speir shares her Thanksgiving message.



Art Pulaski, executive secretary-treasurer of the California State AFL-CIO, addresses the crowd.



Left: Enjoying their time at the SIU hall are (from left) San Francisco Chief of Police Heather Fong, Superior Court Judge James McBride and Tony Hall, executive director of the Treasure Island Development Authority.



Seafarers Charlie Cowan, Louella Sproul and Peter Ciddio helped make the guests feel welcome at the union hall on Fremont Street.

Right: The celebration brought together individuals from labor, management, government and the military. Pictured from the left are Eddie Powell, 1st VP, International Association of Theatrical Stage Employees; SIU Assistant VP Nick Celona; U.S. Marine Corps Maj. Mike Samarov; and Lenny Stefanelli, president of Consolidated Environmental Industries.



SIU VP Nick Marrone (left) and Assistant VP Nick Celona (right) present a ship's wheel to Walter Johnson, who retired last year as secretary-treasurer of the San Francisco Central Labor Council.



Among those keeping the food in order are (two photos directly above) Retiree Patricio Capito, Chief Cook V. Noble and other Seafarers.



Seafarers donated their time and talents to help make the gathering successful. Pictured from left to right are Chief Cook C. Maderas and his wife, Chief Cook John Stein and ABs Joe Tallum and A. Aggire.

AT THE SIU HALL



Seafarers are sworn in at the San Francisco hall as they receive their full book from SIU Assistant VP Nick Celona (left). Taking the oath are (from right) Theresa Ballard, Jessie Espiritu and Ralph White. Looking on is SIU Vice President Nick Marrone.

At Sea and Ashore in San Francisco

APL KOREA



Chief Steward Thomas Barrett, Chief Cook Kenneth Clark, ACU Talama Moega

HORIZON ENTERPRISE



Chief Steward Franchesca Rose



Chief Cook Aleja A. Fabia

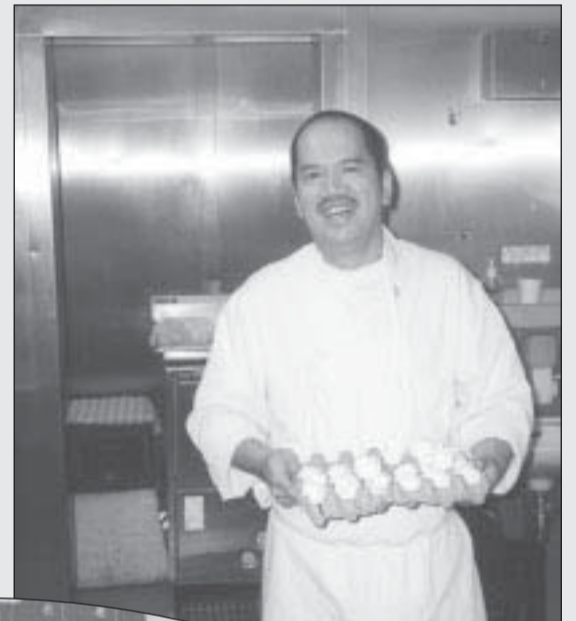


SA Robert Cartmel

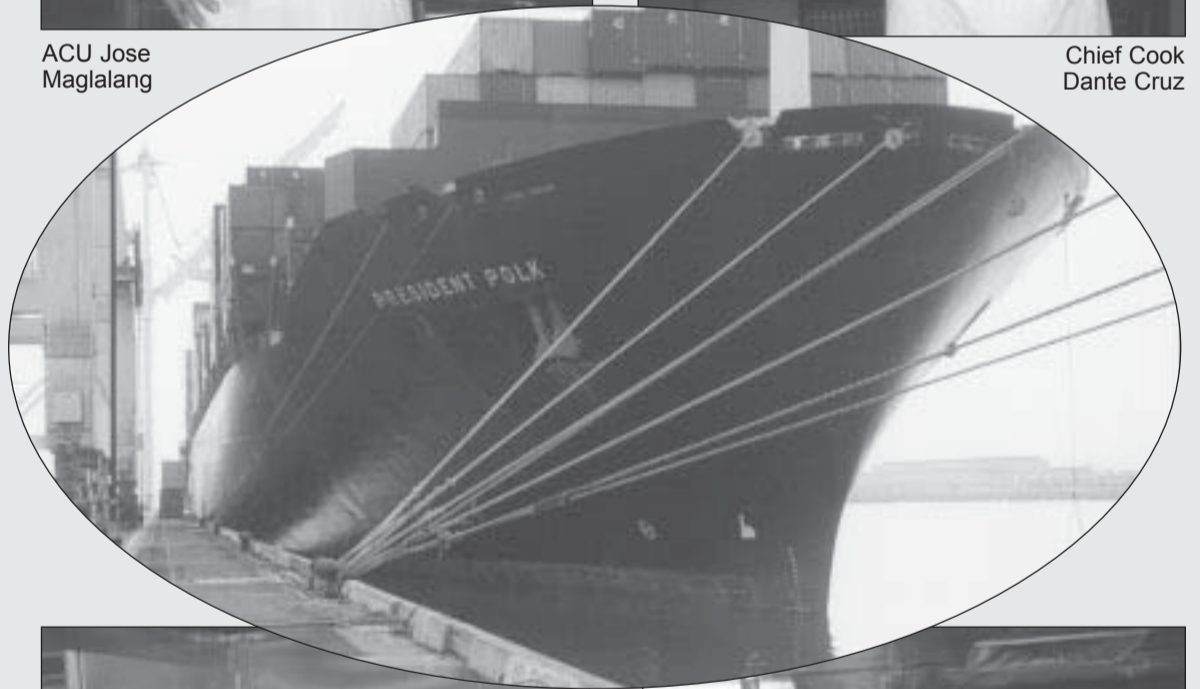
PRESIDENT POLK



ACU Jose Maglalang



Chief Cook Dante Cruz



Chief Steward John Alamar



Relief Steward Keene Gregory

Runaway-Flag Vessel Runs Aground, Breaks Up Near Alaska's Aleutian Islands

A runaway-flag bulk carrier ran aground and broke apart Dec. 8 near the Aleutian Islands of Alaska, spilling an unknown amount of fuel.

Six crew members presumably died in a subsequent rescue attempt involving U.S. Coast Guard helicopters and the Malaysian-flag vessel, the 738-foot *Selendang Ayu*.

Because the ship foundered in an extremely hard-to-reach area in the Bering Sea, on Unalaska Island between Skan Bay and Spray Cape, some details about the grounding were scarce even a full week after the accident. However, *The New York Times* called it "potentially the worst spill in Alaska since the *Valdez* lost 11 million gallons of oil in spring 1989."

A mid-December "situation

report" from the U.S. Coast Guard noted that spill response "continues to be limited due to severe weather conditions."

The *Selendang Ayu*, with crew members from India and the Philippines, was transporting grain to the Far East but also carried 470,000 gallons of its own fuel. According to Coast Guard and news reports, the ship lost power Dec. 7, but its captain didn't notify the U.S. Coast Guard for 13 hours.

The ship drifted in 35-foot seas and gusting winds up to 60 miles per hour. Most of the crew members were rescued via helicopter, but during a subsequent attempt to lift the remaining mariners, the helicopter crashed. The three helicopter crew members and a 24-year-old cadet from the ship were rescued by another Coast Guard

helicopter. Six mariners—none of whom was wearing a survival suit—were not found.

The ship was equipped with three survival suits, according to newspaper accounts. The water temperature at that time was roughly 43 degrees.

An hour later, the *Selendang Ayu* ran aground and split in two, slightly less than one mile off Unalaska Island (approximately 800 miles southwest of Anchorage).

The ship is owned by IMC Group, which is based in Singapore. It was built in 1998 in China.

The Coast Guard reported that tugboats had tried to stop the drifting vessel, but weather conditions broke the tow lines each time. The *Selendang Ayu* also lost both anchors.



USCG Photo by PA3 Gail Sinner

A Coast Guard Jayhawk helicopter hovers over the 738-foot *Selendang Ayu* as a salvage team inspects the damage caused when the freighter broke in two after grounding Dec. 8 less than a mile from Unalaska Island.

With Seafarers on the Great Lakes



At SIU-contracted American Steamship Company, safety comes first, as shown in this photo of two crew members pulling cable for mooring the *Buffalo* in Marysville, Mich.



Captain Paul Allers is pictured in the pilothouse of the passenger ferry *Straits Express*, at the Arnold Transit Company dock at Mackinac Island, Mich.



AB Mark Nicholson gets the job done aboard the Great Lakes Towing tugboat *Wyoming*, docked near the SIU hall in Algonac, Mich.



Left: AB Mike Presser works on the deck of the *Southdown Challenger* in Detroit, with Windsor, Ontario in the background.

Right: DEU Abdul Ghaleb heads back to the *John J. Boland* in Detroit.



Stranded Crew to Testify

Continued from page 5

The sailors initially lived in a Holiday Inn in San Pedro after their vessel was impounded. The shipowner stopped paying the hotel bill before Thanksgiving so the crew as of mid-December was sleeping on the floor of a charity group's offices in Long Beach. The crew members have no work permits, so they are not allowed to hold jobs. As a result, they have been unable to send any money home to their families.

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. After 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 and had no place to stay, the government intervened.

"The one option the government had was to arrest them—detain them as material witnesses—and place them in the care of the United States government," said William Carter, chief of the environmental crimes section of the U.S. Attorney's office in Los Angeles.

U.S. marshals took the men into custody and transported them to the courthouse. Prosecutors asked for a reduced bail and informed a federal magistrate that they were agreeable to the mariners' release, with assurances that they would testify at a later time.

The crew eventually was released to a charitable group that assists mariners, which in turn is working with labor organizations to help feed and house them.

NOTICE/BULLETIN

Benefits Conferences Postponed

Officials from the Seafarers Health and Benefits Plan (SHBP) announced as this issue of the *LOG* went to press that the benefits conferences originally scheduled to begin this month and run through mid-February have been postponed until further notice. The postponement in part stems from unforeseen scheduling conflicts due to a late change in AFL-CIO meeting dates and also due to national security issues (significant numbers of vessel activations).

The SHBP apologizes for any inconvenience caused by the postponement. The Plan will announce new conference dates as soon as they are confirmed. All active members, pensioners and their spouses will be invited to the sessions, which will provide an update on the latest happenings with the various Plans.

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 August 2005. 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	January 24	February 18
	March 7	April 1
	April 18	May 13
	May 30	June 24
	July 11	August 5
	August 22	September 16
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	February 14	February 18
	April 18	April 22
	June 20	June 24
	August 22	August 26
Bridge Resource Management (Unlimited)	May 9	May 13
Celestial Navigation	March 14	April 8
	May 16	June 10
	July 18	August 11
GMDSS (Simulator)	February 21	March 4
	April 25	May 6
	June 27	July 8
	August 29	September 9
Lifeboatman/Water Survival	January 10	January 21
	February 21	March 4
	April 4	April 15
	May 16	May 27
	June 27	July 8
	August 8	August 19
Radar	January 31	February 11
	April 4	April 13
	June 6	June 15
	August 8	August 17
Radar (Inland)	January 10	January 14
Radar Renewal (1 day):	February 21, April 25, June 27, August 29	

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week beginning Jan. 10, 2005.

Engine Upgrading Courses

Course	Start Date	Date of Completion
FOWT	January 10	March 4
	March 28	May 20
	June 20	August 11
Machinist	February 21	April 1
Marine Electrician	April 18	June 13
QMED - Jr. Engineer	January 10	April 1
	June 20	September 8
Welding	January 17	February 4
	February 14	March 4
	March 21	April 8
	April 11	April 29
	May 9	May 27
	August 22	September 9

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Fire Fighting* (*must have basic fire fighting)	March 14	March 25
	May 16	May 27
	July 18	July 29
Fast Boat Rescue	May 2 June 6	May 6 June 10
Government Vessels	February 28	March 4
	March 14	March 18
	April 11	April 15
	May 23	May 27
	July 4	July 8
	August 8 August 22	August 12 August 26
Medical Care Provider	March 28	April 1
	May 30	June 3
	August 1	August 5
Tankerman Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	February 14	February 25
	April 4	April 15
	June 6	June 17
	August 1	August 11
Tankerman (PIC) Barge* (*must have basic fire fighting)	February 21	February 25
	June 27	July 1

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 Lundeborg 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 Course Guide for 2005

Founded in 1967, the Paul Hall Center for Maritime Training and Education offers the most U.S. Coast Guard-approved courses of any maritime school in the nation.

Based in Piney Point, Md., the school is a hub of STCW training, featuring unsurpassed educational facilities and peaceful surroundings that facilitate learning. Among the school's most beneficial training tools are the bridge and engine simulators, the Joseph Sacco Fire Fighting and Safety School (located on a nearby satellite campus) and the culinary lab.

The Paul Hall Center offers everything from entry training to license preparation to academic support and more. Students at the southern Maryland school also may receive college credit recommendations for

successfully completing certain sanctioned courses.

As vocational training for U.S. mariners seemingly becomes more important each year, the Paul Hall Center continues to offer state-of-the-art schooling for mariners. An overview of the courses available at Piney Point (including the 40-plus Coast Guard-approved classes) is contained in this four-page section. Course descriptions also are listed on the web site www.seafarers.org, in the Paul Hall Center section.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, mariners should check the latest issue of the *Seafarers LOG* as well as the web site for the most up-to-date class listings.

The basic eligibility for SIU members who want to

upgrade at Piney Point includes 120 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are listed in italics.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.

Prerequisites for all upgrading courses at the Paul Hall Center include being 18 years old, holding a U.S. Merchant Mariner's Document, passing a physical exam, and English language proficiency in accordance with 46 CFR.

DECK

Ratings Forming Part of a Navigational Watch/Able Seaman

Applicants completing our Ratings Forming Part of a Navigational Watch/Able Seaman program satisfy: (1) the training, seagoing service, and assessment requirements of 46 CFR 12.05-3(c) and Section A-II/4 of the STCW Code, Mandatory Minimum Requirements for Certification of Ratings Forming Part of a Navigational Watch;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written examination requirements of 46 CFR 12.05-9 for the "Deck General & Navigation General" and "Deck Safety & Rules of the Road" exam modules for any Able Seaman endorsement and the practical (knot tying) examination requirements of 46 CFR 12.05-9 for any Able Seaman endorsement PROVIDED that all other requirements of 46 CFR Subpart 12.05, including sea service, are also met.

The course consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring, and mooring, and aids to navigation.

Prerequisites: Sea service, Water Survival (Lifeboatman), STOS

Special: 12 months' service on deck, 2 months' sea service under the supervision of the Master; the OIC of the navigational watch, or qualified ratings (STCW)

Limited: 18 months' service on deck, 2 months' sea service under the supervision of the Master, OIC, or qualified ratings.

Unlimited: 3 years' deck, 2 months' sea service under the supervision of the Master or OIC.

Bridge Resource Management

Applicants completing our 30-hour Bridge Resource Management course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section BVIII/2, Part 3-1 of the STCW Code.

Bridge Resource Management-Unlimited is designed for persons with significant shipping experience who hold or are seeking a U.S. Coast Guard license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2, and B-VIII/2 and 46 CFR 10.25 and 10.209.

Prerequisites: Radar Unlimited, ARPA, License of 200 Gross Tons or greater OR

seeking an original third mate or limited license

Bridge Resource Management (1600 Tons or less)

Students who successfully complete this course will have the knowledge and experience needed to continually reassess the allocation and use of bridge resources using bridge management principles. Applicants completing our 26-hour Bridge Resource Management (1600 Tons) course satisfy the requirements of 46 CFR 10.205(o) and the requirements of Section B-VIII/2, Part 3-1 of the STCW Code. THIS APPROVAL IS LIMITED TO SERVICE UPON VESSELS OF NOT MORE THAN 1600 GROSS TONS (DOMESTIC).

Prerequisites: Radar Unlimited, ARPA, License of 200 gross tons or greater OR in the process of getting license

Celestial Navigation

Applicants completing our 126-hour Celestial Navigation course with a passing grade of at least 80% satisfy the Celestial Navigation training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW

Code: OICNW-1-1A; OICNW-1-1B; OICNW-1-1C; OICNW-1-1D; OICNW-1-1E and OICNW-1-1F.

The course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars, and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

Prerequisites: ARPA, Radar Observer, Scientific calculator skill, time/speed/distance formula

Crisis Management & Human Behavior

Applicants completing our 7-hour Crisis Management & Human Behavior course satisfy: (1) the Crisis Management & Human Behavior training requirements of Table A-V/2 and Paragraph 5 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships;—AND—(2) the Passenger Safety training requirements of Paragraph 4 of Section A-V/2 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Ships.

This course is designed for any person responsible for the safety of passengers in an emergency on passenger ships. The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, control-

ling passengers and other personnel during emergency situations, and the establishing and maintaining effective communications.

Prerequisites: No additional prerequisites

Crowd Management

Applicants completing our 4-hour Crowd Management course satisfy: (1) the Crowd Management training requirements of Paragraph 1 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels;—AND—(2) the Safety Training requirements of Paragraph 3 of Section A-V/3 of the STCW Code for Passenger Ships Other Than Ro-Ro Passenger Vessels.

This course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency, locating safety and emergency equipment on board a vessel, complying with ships' emergency procedures, effective communications during an emergency, and demonstrating the use of personal life-saving devices.

Prerequisites: No additional prerequisites

Electronic Chart Display Information Systems (ECDIS)

Applicants completing our 35-hour Electronic Chart Display Information Systems (ECDIS) course are considered to have successfully demonstrated the competencies "Plan and Conduct a Passage and Determine Position: Thorough Knowledge of and Ability to Use ECDIS" of Table A-II/1 of the STCW Code AND "Determine Position and the Accuracy of Resultant Position Fix: Position Determination Using ECDIS With Specific Knowledge of its Operating Principles, Limitations, Sources of Error, Detection of Misrepresentation of information and Methods of Correction to Obtain Accurate Position Fixing" of Table A-II/2 of the STCW Code.

The course provides training in the basic theory and use of electronic chart display and information systems (ECDIS) for those who will be in charge of a navigational watch on vessels equipped with ECDIS. Students learn to use, update, and verify electronic chart information. The training comprises all safety-relevant aspects and aims beyond the use of operational controls. All theoretical aspects and major characteristics of ECDIS data, such as data contents, system integration, information layers, and data updating, are covered in depth.

Prerequisites: General Admission requirements; ARPA certificate; Radar certificate; Terrestrial Navigation training for license preparation; USCG-approved STCW Basic Safety Training course

Fast Rescue Boats

Applicants completing our 30-hour Fast Rescue Boats course satisfy the requirements



Continued on next page

Course Guide

Continued from page 11

of Table A-VI/2-2 of the STCW Code, Specification of the Minimum Standard of Competence in Fast Rescue Boats.

The Paul Hall Center's Fast Rescue Boats course trains students to handle and take charge of fast rescue boats during or after launch in adverse weather and sea conditions. Students learn how to operate a fast rescue boat engine, use all locating devices, including communication and signaling equipment between the rescue boat and a helicopter and the ship, and how to carry out search patterns.

Prerequisites: Basic Safety, Survival Craft and Rescue Boats other than fast rescue boats

Fundamental Concepts of Navigation

Applicants completing our 70-hour Fundamental Concepts of Navigation course and who present our Certificate of Training at a Regional Exam Center WITHIN 5 YEARS of the completion of training, receive 20 days' sea service credit that may be used—ONLY—for the following: (1) Any license restricted to service upon vessels of not more than 200 gross tons (domestic); OR (2) Any license restricted to service upon inland or Great Lakes waters; OR (3) Any Able Seaman endorsement PROVIDED that the applicant has at least 6 months of actual sea service that can be credited toward an Able Seaman endorsement.

Topics covered in this class include the use of nautical charts, calculating time, speed, and distance problems, the use of plotting instruments and compasses, dead reckoning, bearings, fixes, current sailing, piloting, and an introduction to collision regulations and rules of the road.

Prerequisites: 120 days of sea time as an AB

Global Maritime Distress & Safety System (GMDSS)

Applicants completing our 70-hour Global Maritime Distress & Safety System (GMDSS) course with a passing grade of at least 75% satisfy the GMDSS training requirements of 46 CFR 10.205(n) and Table A-IV/2 of the STCW Code.

Applicants for this 70-hour course must hold a 200-ton or greater license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 of the amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART, and VHF (SCT). The course blends classroom instruction and practical exercises.

Prerequisites: 1 year experience as a member of navigational watch on the bridge of an ocean going vessel OR licensed radio officer or engineer.

Government Vessels

This 3-week class is open to mariners sailing in any department. The course is structured as three 1-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

Prerequisites: No additional

Radar Observer (Unlimited)

Applicants completing our 5-day Radar Observer (Unlimited) course, including successful demonstration of all practical assessments, satisfy the requirements of 46 CFR 10.480 for an endorsement as Radar Observer (Unlimited) and the radar training

requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC). In conjunction with this course, any approved instructor is authorized to sign-off for a successful demonstration on the students' "Control Sheets" for the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-1-2B; OICNW-1-2C; OICNW-3-1A; OICNW-3-1B; OICNW-3-1C; OICNW-3-1D; OICNW-3-1E; OICNW-3-1F; OICNW-3-1G; OICNW-3-1H; OICNW-3-1I; OICNW-3-1J; and OICNW-3-1K.

This course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

Prerequisites: Navigation exercises assume background in chart work and coastal navigation

Radar Observer Recertification

Applicants completing our 1-Day Radar Observer Recertification course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisites: No additional

Radar Observer Refresher

Applicants completing our 3-Day Radar Observer Refresher course satisfy the requirements of 46 CFR 10.480(d) for renewal of any Radar Observer endorsement. This course does not satisfy any training or assessment requirements of the STCW Convention and STCW Code. (Navigation exercises assume background in chart work and coastal navigation.)

Prerequisites: Radar Observer

ARPA

Applicants completing our 32-hour Automatic Radar Plotting Aids (ARPA) course, including successful demonstration of all practical assessments, satisfy the ARPA training requirements for certification as Officer in Charge of a Navigational Watch on vessels of 500 or more gross tonnage (ITC) and of 46 CFR 10.205(m)(1). The practical assessments conducted in this course are equivalent to the following assessments from the National Assessment Guidelines for Table A-II/1 of the STCW Code: OICNW-3-2A; OICNW-3-2B; OICNW-3-2C; OICNW-3-2D; OICNW-3-2E; OICNW-3-2F; OICNW-3-2G; OICNW-3-2H; OICNW-3-2I; OICNW-3-2J; OICNW-3-2K; OICNW-3-2L; and OICNW-3-2M. (Navigation exercises assume background in chart work and coastal navigation.)

This course of instruction incorporates the use of ARPA simulation equipment to operate, observe, and use the radar plotting aids. Students gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and gain knowledge of tracking capabilities, processing, operational warnings, and target acquisition.

Prerequisites: Radar Observer

Medical Care Provider

Applicants completing our 21-hour Medical Care Provider course satisfy the Medical First Aid training requirements of Section A-VI/4 and Table A-VI/4-1 of the STCW Code and 46 CFR 12.13-1. This course is designed for mariners who are employed or may be employed on U.S.-flag ships. It meets STCW requirements. Students successfully completing this course must take a refresher course within 5 years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must

be renewed annually.

Training as a Medical First Aid Provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examining trauma victims and medical patients, treating head and spinal injuries, burns, musculoskeletal injuries, and rescued persons. Also included are obtaining radio medical advice, administering medication, and sterilization techniques.

Prerequisite: Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or equivalent certification issued through a similar authorizing agency

Officer in Charge of a Navigational Watch (Including Sea Service)

Applicants completing our entire Officer in Charge of a Navigational Watch Program, INCLUDING the 360 days of seagoing service: (1) receive 720 days' sea service credit toward a license as Third Mate of Ocean or Near Coastal Steam or Motor Vessels of Any Gross Tons. Applicants must present evidence of not less than 1 year of qualifying seagoing service obtained AFTER enrollment in the OICNW program, including at least six months performing bridge watchkeeping duties under the supervision of the master or a qualified officer. Applicants must have previously completed our entire "Unlicensed Apprentice Program," and sea service awarded for completion of the "Unlicensed Apprentice Program" may NOT be used to meet the service requirements for OICNW and Third Mate;—AND—(2) Satisfy the training and assessment requirements of 46 CFR 10.910 and Section AII/1 and Table A-II/1 of the STCW Code, Specification of Minimum Standard of Competence for Officers in Charge of a Navigational Watch on Ships of 500 Gross Tonnage or More, PROVIDED that they have also completed the following Coast Guard approved courses within five years of completion of the OICNW program: a) Basic Safety Training; b) Basic and Advanced Fire Fighting; c) Medical Care Provider; d) Proficiency in Survival Craft; e) Tank Ship Familiarization (Dangerous Liquids); f) Celestial Navigation (STCW); g) Radar Observer (Unlimited); h) Automatic Radar Plotting Aids (ARPA); i) Bridge Resource Management; j) Global Maritime Distress and Safety System (GMDSS); and k) Visual Communications.

Prerequisites: ARPA, Basic/Adv. Fire Fighting, BRM, Celestial Navigation, First Aid, GMDSS, Medical First Aid Provider, Proficiency in Survival Craft or Water Survival, Radar Observer, Tanker Familiarization, Visual Communication, BST, sea time for 3rd Mate and OICNW

Oil Spill Prevention and Containment

This 1-week course consists of classroom and practical training exercises. Topics include oil types and petroleum products' behavior on water; pollution prevention regulations; hazardous materials training; spill prevention; absorbents, suction equipment, skimmers, and their proper use; and small boat operations. Students also receive instruction in spill containment booms, boom towing configurations, and anchoring operations.

Prerequisites: No additional prerequisites

HAZMAT Recertification

This 1-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection, and monitoring equipment and new technology.

Prerequisite: 24- or 40-hour Hazardous Materials (HAZMAT) courses

Personal Safety & Social Responsibilities

Applicants completing our 4-hour Personal Safety & Social Responsibilities course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Safety & Social Responsibilities training requirements of 46 CFR

10.205(l)(4) and Section A-VI/1 and Table A-VI/1-4 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code.

This course provides the unlicensed apprentice candidate with a general understanding and basic knowledge of human relationships, social skills necessary for living and working aboard operational merchant ships, and a working knowledge of issues impacting preparedness for international travel.

Prerequisites: No additional prerequisites

Personal Survival Techniques

Applicants completing our 12-hour Personal Survival Techniques course and presenting our Certificate of Training at a Regional Exam Center, satisfy the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1).

Prerequisites: No additional prerequisites

Proficiency in Survival Craft/Personal Survival Techniques (Lifeboatman)

Applicants completing our 37-hour Proficiency in Survival Craft/Personal Survival Techniques course satisfy: (1) the Survival Craft training requirements of Section A-VI/2 and Table A-VI/2-1 of the STCW Code;—AND—(2) the training requirements of 46 CFR 12.10-3(a)(6) for any endorsement as Lifeboatman, PROVIDED that sea service requirements are also met;—AND—(2) if presented WITHIN 1 YEAR of the completion of training, the written and practical examination requirements of 46 CFR 12.10-5 for a Lifeboatman endorsement (exam module 481xx) and the written "Survival Craft" examination requirements for service on vessels not equipped with lifeboats (exam module 441xx or 706xx);—AND—(3) the Personal Survival Techniques training requirements of Section A-VI/1 and Table A-VI/1-1 of the STCW Code and 46 CFR 10.205(l)(1).

This course helps mariners develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft, and the proper use of survival equipment. Additionally, students learn the procedures necessary to take charge and maintain a survival craft and protect embarked personnel while on board.

Prerequisites: No additional prerequisites

Specially Trained Ordinary Seaman

Applicants completing our 70-hour Specially Trained Ordinary Seaman course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training requirements for service as a Specially Trained Ordinary Seaman AND the training and assessment requirements of Table A-II/4 of the STCW Code, "Specification of Minimum Standard of Competence for Ratings Forming Part of a Navigational Watch," and 46 CFR 12.05-3(c) PROVIDED they also present evidence of at least 6 months' sea-going service performing navigational watchkeeping functions under the supervision of the Master or officer in charge of the navigational watch. If the applicant does not present evidence of 6 months of this service, he or she satisfies the training and assessment requirements for certification as Rating Forming Part of a Navigational Watch RESTRICTED to lookout duties only. This certification is valid for 1 year and may not be renewed.

This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It meets the requirements of 46 CFR 12.05.3(c) and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knotting, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communication, helm watch relief and lookout watch.

Prerequisites: UA Program Phases 1 and 2

Tank Barge Dangerous Liquids

Applicants completing our 38-hour Tank Barge Dangerous Liquids Course and presenting our Certificate of Training at a Regional Exam Center, satisfy the training

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requirements of 46 CFR 13.309 for an endorsement as Tankerman-PIC (Barge).

Prerequisites: Present evidence of service in accordance with 46 CFR 13.303. Fire Fighting may be taken simultaneously with the course

Tank Ship Dangerous Liquids

Applicants completing our 5-day Tank Ship Dangerous Liquids course satisfy the training requirements of 46 CFR 13.113(d) (1) (ii) (A), 13.115 (b) (1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement.

This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Dangerous Liquids (Simulator)

Applicants completing our 53-hour Tank Ship Dangerous Liquids (Simulator) course satisfy the training requirements of 46 CFR 13.113(d)(1)(ii)(A), 13.115 (b)(1), 13.209, 13.309, 13.409 or 13.509 for any dangerous liquids tankerman endorsement;—AND—receive credit for: (1) two loadings and two discharges which may be applied toward satisfying the requirements of 46 CFR 13.203(b)(1);—AND—(2) one commencement of loading and one completion of loading which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(2);—AND—(3) one commencement of discharge and one completion of discharge which may be applied toward satisfying the requirements in 46 CFR 13.203(b)(3).

This course provides training for masters, chief engineers, officers, and any person with immediate responsibility for the loading, discharging and care in transit or handling of cargo. It comprises a specialized training program appropriate to their duties, including oil tanker safety, fire safety measure and systems, pollution prevention, operational practice and obligations under applicable laws and regulations.

Prerequisites: 3 months' seagoing service on tankers (DL) OR completion of a Tank Ship Familiarization (Dangerous Liquids) (Paul Hall Center "Tanker Assistant" course) to cover STCW Code Section A-V/1 para. 2-8. Fire fighting course in accordance with 47 CFR 13.121 Table 13.121(g) OR Paul Hall Center Basic Fire Fighting, U.S.C.G.-approved STCW Basic Safety Training course

Tank Ship Familiarization (Dangerous Liquids)

Applicants completing our 63-hour Tank Ship Familiarization (Dangerous Liquids) course satisfy the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant DL.

This course meets the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide students with the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, Ship Design and Operation, Cargo Characteristics, Enclosed Space Entry, Cargo Transfer and Shipment, and Pollution Prevention, and Emergency Operations and Response.

Prerequisites: Fire Fighting

Tank Ship Familiarization (Liquefied Gases)

Applicants completing our 30-hour Tank Ship Familiarization (Liquefied Gases) course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the training requirements of 46 CFR 13.409 for an original endorsement as Tankerman-Assistant (LG); —AND— (2) the tanker familiarization training requirements of paragraphs 1-7 of Section A-V/1 of the STCW Code.

This course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pump (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater.

Prerequisites: Advanced Fire Fighting

Vessel Security Officer

This 12-hour course provides knowledge to those wishing to perform the duties and responsibilities of a Vessel Security Officer (VSO) as defined in section A/2.1.6 (and section A/12.1) of the ISPS Code with respect to the security of a ship, for implementing and maintaining a Ship Security Plan, and for liaising with the Company Security Officer (CSO) and Port Facility Security Officers (PFSOs).

Successful students will be able to undertake the duties and responsibilities as Vessel Security Officer as defined in section A/12.2 of the ISPS Code.

Prerequisites: No additional prerequisites.

Visual Communications (Flashing Light)

Applicants completing our 1-day Visual Communications course with a minimum score of 80% will: (1) Satisfy the practical signaling examination requirements (flashing light) of 46 CFR 10.401(h) IF presented WITHIN 1 YEAR of the completion of training;—AND—(2) Be considered to have successfully demonstrated the competence "Transmit and Receive Information by Visual Signaling" of Table A-II/1 of the STCW Code.

Prerequisites: No additional prerequisites

ENGINE

Many engine department courses have prerequisites. For example, to be accepted for Advanced Refrigeration/Containers, students must have successfully completed Basic Marine Electrician and Refrigeration System Maintenance and Operations.

Fireman, Oiler & Watertender (FOWT)

Applicants completing Basic Auxiliary Plant Operations and both Basic Motor Plant Operations and Basic Steam Plant Operations will meet the requirements for endorsement as FOWT. (These classes are described below as stand-alone courses.) Applicants completing Basic Auxiliary Plant Operations and either Basic Motor Plant Operations or Basic Steam Plant Operations will be eligible for an FOWT (Restricted) endorsement.

Prerequisites: Successful completion of the Paul Hall Center Unlicensed Apprentice Training Program; successful completion of the unlicensed apprentice sea voyage and required sea projects; unlicensed apprentice sea voyage performance evaluations within the engine department as completed by the First Assistant Engineer of at least satisfactory or better; recommendation by the unlicensed apprentice sea voyage participating vessel's Chief Engineer.

OR 6 months' sea time as wiper AND STCW certification in all areas of basic safety training; successful completion of the entry-level sea voyage and auxiliary plant familiarization sea project; total USCG approved sea service or equivalent sea service in the engine room of vessels of at least 6 months; meet all USCG physical standards for qualified members of the engine department.

Military veterans meeting the prior military sea service requirement in the engine room of vessels must meet the following entrance requirements: Prior approval to the military veterans program for ratings forming part of an engineering watch; meet all USCG physical standards for qualified members of the engine department.

Basic Auxiliary Plant Operation

Applicants completing our 140-hour Basic Auxiliary Plant Operations course and who present our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) examination module, PROVIDED they have also completed either our 63-hour Basic Motor Plant Operations course and/or our 70-hour Basic Steam Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is the equivalent of the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1A, RFPEW-1-1B, RFPEW-1-1C, RFPEW-1-1D, RFPEW-1-1E, RFPEW-1-1F, RFPEW-1-1G, RFPEW-1-1H, RFPEW-1-1I, RFPEW-1-1J, RFPEW-1-1K, RFPEW-1-1L, RFPEW-1-1M, RFPEW-1-1P, RFPEW-1-1R, RFPEW-1-1V, RFPEW-1-3A, RFPEW-1-4A, RFPEW-1-5A, RFPEW-3-1A, RFPEW-3-2A, and RFPEW-3-2B.

The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side auxiliary plant simulator practical exercises.

Prerequisites: Same as FOWT program

Basic Motor Plant Operation

Applicants completing our 63-hour Basic Motor Plant Operations course and who presents our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX) and Oiler (87XXX) examination modules, PROVIDED they have also completed our 140-hour Basic Auxiliary Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is equivalent of the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1A, RFPEW-1-1B, RFPEW-1-1D, RFPEW-1-1U, RFPEW-1-2B, and RFPEW-1-5A.

Prerequisites: Same as FOWT

Basic Steam Plant Operations

Applicants completing our 70-hour Basic Steam Plant Operations course and who presents our Certificate of Training at a Regional Exam Center WITHIN 1 YEAR of the completion of training, satisfy the examination requirements of 46 CFR 12.15-9 for the General Safety (80XXX), Fireman-Watertender (86XXX), and Oiler (87XXX) examination modules, PROVIDED they have also completed our 140-hour Basic Auxiliary Plant Operations course. Applicants who have successfully completed our course need not present individually completed "Control Sheets" for the assessments in application for STCW certification. Successful completion of this course is equivalent to the following assessments from the National Assessment Guidelines for Table A-III/4 of the STCW Code: RFPEW-1-1S, RFPEW-1-1T, RFPEW-1-1U, RFPEW-1-5A, RFPEW-2-1A, RFPEW-2-1B, RFPEW-2-1C, RFPEW-2-1D, and RFPEW-2-1E.

The objective of this course to provide students with knowledge and practical operational skills required of rated engine department watchstanders in auxiliary plant watchstanding as they sail in the capacity of FOWT. This objective is accomplished through classroom lectures and shore-side

auxiliary plant simulator practical exercises.

Prerequisites: Same as FOWT program

203-Hour Auxiliary Plant Maintenance

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea service or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Basic Electricity

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea service or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Basic Propulsion Systems Maintenance

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED Oiler prior to commencing the above training.

This course provides the mariner the cognitive and practical mechanical skills required of rated engine department members in the area of Basic Propulsion Systems Maintenance as they sail in the capacity of Junior Engineer during voyages on U.S.-flagged vessels.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor, Total USCG-approved sea service or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Basic Refrigeration & HVAC

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED Oiler prior to commencing the above training.

This course provides the mariner the cog-

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nitive and practical mechanical skills required of rated engine department members in the area of Basic Refrigeration and HVAC as they sail in the capacity of Junior Engineer during voyages on U.S.-flagged vessels.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor; Total USCG-approved sea service or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating

Junior Engineer Program

Applicants completing our 70-hour Basic Propulsion Systems Maintenance, 70-hour Basic Refrigeration & HVAC, 70-hour Basic Electricity, and 203-hour Auxiliary Plant Maintenance courses, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the General Safety (80XXX), Junior Engineer (81XXX), and Deck Engineer (87XXX) examination modules, provided they also present evidence of acquiring at least 90 days engine room service while endorsed as a QMED Oiler prior to commencing the above training.

Prerequisites: Basic Safety. Recommended: Tankerman Assistant (DL), QMED-Oiler/Motor; Total USCG-approved sea or equivalent service in engine room of vessels for at least 6 months, Fireman/WT or Oiler rating.

Machinist

Applicants completing our 102-hour Machinist course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Machinist (85XXX) examination module, provided they also present evidence of completing the requirements to be endorsed with a Junior Engineer rating endorsement prior to commencing the above training.

This course provides mariners cognitive and practical mechanical skills in the area of general metalworking and machine tool operations.

Prerequisites: STCW certification in all areas of basic safety training, USCG physical standards for QMED OR hold the USCG Oiler Rating endorsement, STCW certificate as a RFPEW, completed QMED Jr. Eng training program, and USCG Jr. Engineer rating.

Marine Electrician

Applicants completing our 280-hour Marine Electrician course, and presenting our Certificate of Training at a Regional Exam Center, satisfy the requirements of 46 CFR 12.15-9, if presented WITHIN 1 YEAR of the completion of training, for the Electrician (85XXX) examination module, provided they also present evidence of acquiring at least 90 days' engine room service while endorsed as a QMED-Junior Engineer prior to commencing the above training.

This course provides Engine Department personnel with the theoretical and practical knowledge and skills necessary to perform maintenance and repair operations on motors, generators, and controllers on board ship.

Prerequisites: 6 months QMED

Diesel Engine Technology

This 4-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Prerequisites: QMED-Any Rating or equivalent inland experience

Automated Cargo Ops

This course of instruction in the pumpman career track includes classroom and simulator training in all facets of liquid cargo loading and discharge. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Prerequisite: QMED-Any Rating Class 3 or QMED Junior Engineer/Pumpman Class 3. Recommended: Basic and Intermediate Math and Computer Basic.

**Advanced plant maintenance must be completed for advancement to QMED Class 2.*

Refrigeration System Maintenance & Operations

Now an elective, this 6-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting, and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, and pantry refrigerators, water coolers, and ice machines.

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units is also presented.

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

Prerequisites: QMED-Any rating, OR Refrigeration Engineer and Electrician OR equivalent inland experience

Refrigerated Containers Advanced Maintenance

This 4-week course leads to certification in refrigerated containers maintenance and consists of classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair, and troubleshooting. This includes the various types of engines, refrigeration, and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, and maintenance procedures.

Prerequisites: 6-months' sea time as Wiper; 6 additional months' sea time in any Engineering Department rating. Must hold a QMED-any rating endorsement, or endorsements as Refrigeration Engineer and Electrician, or possess equivalent inland experience

Hydraulics

The curriculum in the 4-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols, and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors, and a variety of other shipboard systems.

Prerequisite: QMED-Any Rating

Welding

Classroom instruction and hands-on training compose this 4-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, weld-

ing, and cutting.

Prerequisites: No additional prerequisites

STEWARD

Galley Operations

The course consists of two 2-week modules (totaling 4 weeks). Each module is 35 hours with additional time participating in the school's galley operations. This course provides the student with understanding of the basic baking knowledge and skills potentially required of a member of the steward department.

Prerequisites: Paul Hall Center UA Program and 240 days' sea time OR 365 days' sea time as an SA

Certified Chief Cook

This course consists of six 2-week stand-alone modules totaling 12 weeks. This structure allows eligible upgraders to enroll at the start of any module. The objective of the Certified Chief Cook (FSM 203) is to provide Steward Department personnel with an understanding and knowledge of sanitation, nutrition, and the preparation and service of soups, sauces, meats, poultry, and seafood.

Prerequisites: Galley Operations and 180 days' sea time

Advanced Galley Operations

This course consists of four 1-week modules (totaling 4 weeks). The course provides students with a thorough grasp of the advanced baking knowledge and skills required of a member of the steward department.

Prerequisites: Paul Hall Center Certified Chief Cook and 180 days' sea time

Certified Chief Steward

The Certified Chief Steward course is a 12-week course for members of the Steward Department. The course is presented in eight modules. Each module is assessed independently of the others. Modules may be taken in 1 week increments with breaks between. This course trains stewards to take charge of production galley, plan and prepare meals, and supervise employees in galley operations for a period of not less than 28 days.

On meeting the minimum requirements for Certified Chief Steward, culinary students will be competent to take charge of a production galley. The Certified Chief Steward course stresses the competencies related to the supervision of the galley, menu planning, requisitioning of supplies, inventory control, and sanitation.

Prerequisites: Advanced Galley Operations and 180 days' sea time

SAFETY

Basic Safety Training

Applicants completing our 40-hour Basic Safety Training course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Personal Survival training requirements of Section A-VI/1 and Table A-VI/1-1 of the Seafarers' Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(1);—AND—(2) the Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(3) the Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND—(4) the Personal Safety & Social Responsibilities training requirements of Section A-VI/1 and Table A-VI/1-4 of the STCW Code and 46 CFR 10.205(l)(4).

Prerequisites: No additional prerequisites

First Aid & CPR (21-Hour)

Applicants completing our 21-hour First Aid & CPR course satisfy: (1) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table AVI/1-3 of the STCW Code and 46 CFR 10.205(l)(3);—AND—(2)—IF—presented WITHIN 1 YEAR of the date of training, the First Aid & CPR training requirements of 46 CFR 10.205(h)(1)(ii) and 10.205(h)(2)(iii) for original issuance of a license.

Students in this class learn the principles and techniques of safety and basic first aid, and cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. Successful students are awarded a certificate from the American Red Cross.

Prerequisites: No additional prerequisites

First Aid (8-Hour)

Applicants completing our 8-hour Elementary First Aid course and presenting our Certificate of Training at the Regional Exam Center (REC) satisfy: (1) the First Aid training requirements of 46 CFR 10.205(h)(1)(ii) for original issuance of a license;—AND—(2) the Basic Safety-Elementary First Aid training requirements of Section A-VI/1 and Table A-VI/1-3 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(3).

Prerequisites: No additional prerequisites

Advanced Fire Fighting

Applicants completing our 37-hour Advanced Fire Fighting course satisfy the Advanced Fire Fighting training requirements of Section A-VI/3 and Table A-VI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

During this course, students learn to blueprint a vessel and organize emergency squads for fire fighting. The class covers effective communication between crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad training. Students also learn to inspect and service personal shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

Prerequisites: Basic Fire Fighting

Basic Fire Fighting (16-Hour)

Applicants completing our 16-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the Seafarers Training, Certification and Watchkeeping (STCW) Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

Prerequisites: No additional prerequisites

Basic Fire Fighting (30-Hour)

Applicants completing our 30-hour Basic Fire Fighting course and presenting our Certificate of Training at a Regional Exam Center, satisfy: (1) the Basic Safety Fire Prevention and Fire Fighting training requirements of Section A-VI/1 and Table A-VI/1-2 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Basic Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license;—AND—(3) the Fire Fighting training requirements of 46 CFR 13.113(d)(2)(i)(A), 13.113(e)(1)(i)(A) or (B), 13.201(e), 13.301(e), 13.401(d) or 13.501(e) for any tankerman endorsement.

The objective of this course is to familiarize the student with the chemical process of fire, its behavior and the various methods and equipment used to combat it.

Prerequisites: No additional prerequisites

Combined Basic & Advanced Fire Fighting

Applicants completing our 32-hour Advanced Fire Fighting course satisfy: (1) the Advanced Fire Fighting training requirements of Section A-VI/3 and Table AVI/3 of the STCW Code and 46 CFR 10.205(l)(2);—AND—(2) the Advanced Fire Fighting training requirements of 46 CFR 10.205(g) and 10.401(g)(1) for a license.

The objective of this course is to familiarize students with the fundamentals of shipboard and tank barge fire fighting.

Prerequisites: No additional prerequisites

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2004

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	3	1	1	1	1	0	1	4	3	2
Anchorage	0	4	2	0	6	3	0	0	3	2
Baltimore	6	3	0	4	3	1	1	8	3	0
Guam	1	4	2	2	3	1	0	1	6	2
Honolulu	3	3	2	4	6	0	4	13	12	3
Houston	33	13	20	18	18	10	10	47	24	33
Jacksonville	44	38	15	29	21	8	22	65	65	21
Joliet	0	0	0	0	1	0	0	0	0	0
Mobile	13	8	4	8	6	2	5	21	10	6
New Orleans	13	13	8	16	13	3	14	23	21	15
New York	36	25	16	21	16	6	13	45	33	29
Norfolk	17	19	4	10	15	1	8	26	24	11
Philadelphia	7	3	0	3	0	0	1	5	7	1
Piney Point	1	18	3	0	19	3	1	1	20	2
Puerto Rico	8	6	1	5	7	2	9	10	9	1
San Francisco	19	10	3	14	17	1	9	32	13	8
St. Louis	1	4	2	0	2	2	1	1	8	2
Tacoma	31	31	15	23	22	10	22	47	44	33
Wilmington	21	21	18	16	12	4	7	32	34	30
Totals	257	224	116	174	188	57	128	381	339	201
ENGINE DEPARTMENT										
Algonac	0	2	0	0	1	0	0	0	2	0
Anchorage	0	2	0	0	1	0	0	0	1	0
Baltimore	3	6	1	4	3	0	3	4	7	1
Guam	2	2	0	1	3	0	0	1	3	1
Honolulu	12	6	1	3	10	1	7	15	4	1
Houston	13	6	7	9	2	3	2	18	19	10
Jacksonville	18	25	9	13	12	6	12	36	41	16
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	9	3	1	5	4	1	1	8	3	2
New Orleans	9	7	2	10	8	1	3	12	8	8
New York	12	3	4	11	6	2	7	13	16	7
Norfolk	6	10	2	1	6	1	0	12	14	4
Philadelphia	2	4	0	1	2	0	1	4	6	0
Piney Point	5	3	2	3	1	1	1	5	5	1
Puerto Rico	6	0	0	2	1	1	2	6	1	0
San Francisco	10	4	9	8	4	1	3	12	9	8
St. Louis	0	2	1	0	1	1	2	0	3	1
Tacoma	12	20	2	6	13	3	13	17	35	6
Wilmington	6	15	6	4	8	4	5	14	22	11
Totals	125	121	47	81	87	26	62	177	199	77
STEWARD DEPARTMENT										
Algonac	0	2	0	0	0	0	0	1	2	0
Anchorage	0	0	0	0	0	0	0	0	0	0
Baltimore	3	1	0	2	0	0	0	4	1	1
Guam	0	0	0	0	0	0	0	0	1	1
Honolulu	9	4	1	4	5	0	4	18	4	2
Houston	15	8	1	13	2	0	7	23	10	4
Jacksonville	13	9	5	13	5	2	9	29	23	8
Joliet	0	1	0	0	1	0	0	0	0	0
Mobile	5	2	1	3	2	0	0	10	3	1
New Orleans	8	4	1	14	3	1	4	12	10	2
New York	15	9	3	10	7	1	7	23	9	8
Norfolk	8	11	2	7	13	1	3	13	12	9
Philadelphia	2	1	0	3	0	0	1	2	1	1
Piney Point	1	1	0	0	3	0	1	4	3	0
Puerto Rico	0	1	0	0	0	0	0	2	2	2
San Francisco	28	4	1	19	3	0	8	33	9	2
St. Louis	0	1	0	1	1	0	1	1	2	0
Tacoma	24	3	3	17	7	2	11	33	5	7
Wilmington	20	6	2	17	7	2	6	29	11	5
Totals	151	68	20	123	59	9	62	237	108	53
ENTRY DEPARTMENT										
Algonac	0	2	2	0	0	0	0	0	3	12
Anchorage	0	1	2	0	0	1	0	0	3	3
Baltimore	0	3	1	0	1	1	0	0	5	3
Guam	0	2	0	0	1	0	0	0	2	0
Honolulu	2	9	5	5	6	1	0	4	11	8
Houston	6	20	22	4	15	12	0	5	26	32
Jacksonville	4	12	19	1	9	7	0	6	26	38
Joliet	0	1	0	0	0	1	0	1	1	0
Mobile	1	6	1	0	0	1	0	1	14	3
New Orleans	2	9	17	1	8	7	0	7	12	21
New York	7	24	28	1	17	1	0	11	56	64
Norfolk	0	7	15	0	5	10	0	0	14	21
Philadelphia	0	0	1	0	0	0	0	0	0	3
Piney Point	0	16	28	0	17	23	0	0	10	29
Puerto Rico	0	3	1	1	2	2	0	2	10	0
San Francisco	6	8	9	3	4	2	0	8	18	19
St. Louis	0	2	1	0	0	0	0	0	2	3
Tacoma	7	20	16	6	9	12	0	9	27	28
Wilmington	1	6	13	2	6	3	0	0	13	38
Totals	36	151	180	24	100	84	0	54	253	325
Totals All Departments	569	564	363	402	434	176	252	849	899	656

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

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

February & March 2005 Membership Meetings

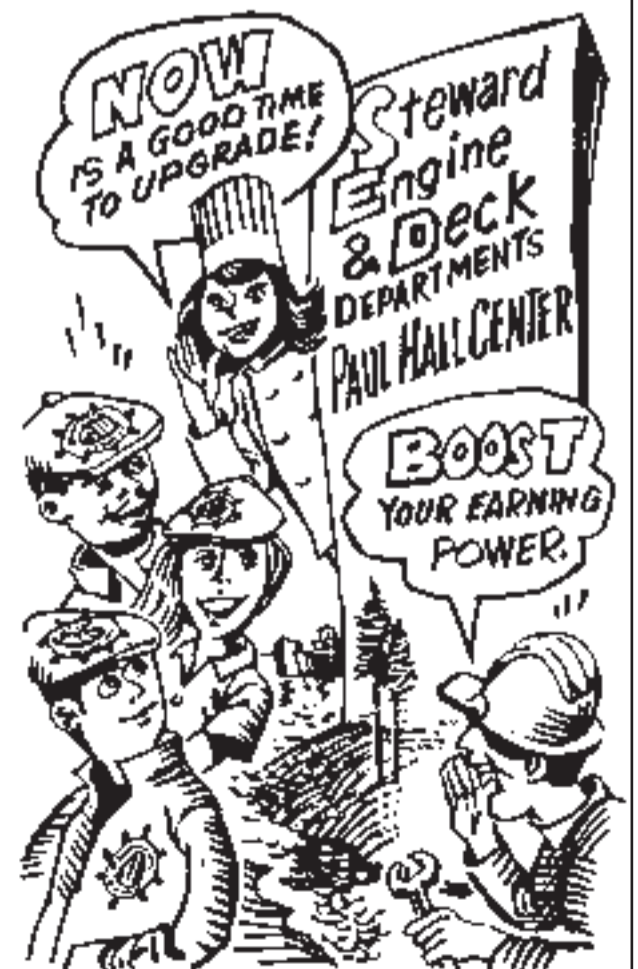
Piney Point	Monday: February 7, March 7
Algonac	Friday: February 11, March 11
Baltimore	Thursday: February 10, February 10
Boston	Friday: February 11, March 11
Duluth	Wednesday: February 16, March 16
Guam	Thursday: February 24, March 24
Honolulu	Friday: February 18, March 18
Houston	Monday: February 14, March 14
Jacksonville	Thursday: February 10, March 10
Joliet	Thursday: February 17, March 17
Mobile	Wednesday: February 16, March 16
New Orleans	Tuesday: February 15, March 15
New York	Tuesday: February 8, March 8
Norfolk	Thursday: February 10, March 10
Philadelphia	Wednesday: February 9, March 9
Port Everglades	Thursday: February 17, March 17
San Francisco	Thursday: February 17, March 17
San Juan	Thursday: February 10, March 10
St. Louis	Friday: February 18, March 18
Tacoma	Friday: February 25, March 25
Wilmington	Tuesday: February 22*
	Monday: March 21
	*(change created by Presidents Day)

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

Personals

ANYONE WHO KNEW WILLIAM DEAN

William Dean, who sailed as a recertified bosun, mostly recently aboard the SL Defender, died Sept. 6, 2004. His brother, Daniel Dean, also an SIU member, would like to talk with anyone who knew William. Daniel may be reached by phone at his home (573) 686-5518 or his cell phone (573) 576-8532.



**Seafarers International Union
Directory**

Michael Sacco, President

John Fay, Executive Vice President

David Heindel, Secretary-Treasurer

Augustin Tellez, Vice President Contracts

Tom Orzechowski,

Vice President Lakes and Inland Waters

Dean Corgey, Vice President Gulf Coast

Nicholas J. Marrone, Vice President West Coast

Joseph T. Soresi, Vice President Atlantic Coast

Kermitt Mangram,

Vice President Government Services

René Lioeanjie, Vice President at Large

Charles Stewart, Vice President at Large



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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

DULUTH

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

GUAM

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW ORLEANS

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

NEW YORK

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

Government Services Division: (718) 832-8767

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division: (415) 861-3400

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

NOVEMBER 16 — DECEMBER 15, 2004

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
DECK DEPARTMENT										
Boston	5	3	0	4	3	0	1	4	1	0
Houston	9	3	5	24	5	8	7	26	4	24
Jacksonville	4	2	8	3	1	10	4	9	3	0
New Orleans	6	0	1	3	3	1	4	14	3	21
New York	18	3	6	15	2	6	10	40	9	0
Norfolk	1	1	4	2	0	5	1	4	2	0
Tacoma	1	0	5	1	1	6	0	2	0	3
Wilmington	6	1	3	7	1	3	0	12	5	0
Totals	50	13	32	59	16	39	27	111	27	48
ENGINE DEPARTMENT										
Boston	3	2	0	1	1	0	2	2	2	0
Houston	3	0	7	8	4	8	6	6	1	18
Jacksonville	2	4	11	1	3	12	2	7	5	1
New Orleans	4	0	4	1	0	4	2	7	2	15
New York	9	0	2	9	1	2	8	15	1	0
Norfolk	1	0	0	2	0	0	2	2	0	1
Tacoma	3	1	2	3	0	2	0	2	1	1
Wilmington	6	2	5	6	4	5	2	13	2	3
Totals	31	9	31	31	13	33	24	54	14	39
STEWARD DEPARTMENT										
Boston	3	1	0	2	1	0	1	2	0	0
Houston	2	1	5	7	4	5	1	7	6	17
Jacksonville	2	1	8	3	2	10	2	3	2	1
New Orleans	4	0	4	2	0	2	2	5	1	14
New York	4	4	4	7	6	4	8	10	10	0
Norfolk	1	0	1	1	0	3	0	3	0	1
Tacoma	0	0	2	0	0	3	0	1	1	1
Wilmington	0	1	3	0	2	3	1	2	1	1
Totals	16	8	27	22	15	30	15	33	21	35
ENTRY DEPARTMENT										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0	0
Tacoma	0	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0	0
Totals All Departments	97	30	90	112	44	102	66	198	62	122

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by pensioner **Kathryn Mobley Kaufman** of Sacramento, Calif. It was taken in October 1956 aboard the SS *Mariposa* en route to Tahiti.

The *Mariposa* was the first American passenger ship to hire women as waitresses in the dining room for its first-class passengers.

Sister Kaufman notes that the vessel made the six-week South Pacific run for 22 years until its final voyage in 1978. She retired in April 1985.

Some of the other women pictured at right, whose names Sister Kaufman can still remember, include Alma Becker, Terry Strom, Ginger Gingeroski, Ray Lange, Ann Wynn, Bobby Faust, Anna Perosi, Bea Anderson, Helen Dalrymple, Lorraine Torres, Beth Denton, Sharon Sheldon and Kathy Reynolds.



If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, please send it to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



DEEP SEA



FERNANDO AGUILAR, 65, was born in Honduras and began working for the SIU in 1966 in the port of New

York. Brother Aguilar initially shipped aboard the *Alcoa Trader* as a member of the engine department. He upgraded his skills at the Paul Hall Center in Piney Point, Md. in 2000. Brother Aguilar last went to sea on the *Global Mariner*. He lives in his native country.

ROBERTO BENDECK, 65, joined the Seafarers in 1961 in New Orleans. Brother Bendek first sailed aboard



a vessel owned by Seatrain Lines. The steward department member's last voyage was on the *Liberty Star*. Brother Bendek was born in Honduras and now calls Metairie, La. home.



DOYLE CORNELIUS, 64, embarked on his seafaring career in 1973 in the port of Honolulu. Brother

Cornelius first shipped on Delta Steamship Lines' *Santa Mariana*. He completed steward recertification training in 1987 and LNG

recertification in 1997, both at the union's affiliated school in Piney Point, Md. Brother Cornelius was born in Kansas. He most recently sailed aboard the *Liberty Grace*. The steward department member makes his home in Reno, Nev.

JOSEPH DUNNAM, 65, became a Seafarer in 1964 in the port of Mobile, Ala. Brother



Dunnam worked primarily on Waterman Steamship vessels such as the *Topa Topa* and the *Atlantic Forest*. Born in Mississippi, he was a member of the deck department. Brother Dunnam upgraded his skills numerous times at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He resides in Leakesville, Miss.

OMER A. OMER, 63, hails from Arabia. Brother Omer began his profession with the SIU in 1968 in New York, initially sailing aboard the *Alcoa Explorer*. The engine department member went to the union's affiliated school in 2001 to enhance his skills. Brother Omer's last ship was the *Horizon Hawaii*. He calls Brooklyn, N.Y. home.

EDUARDO PEREIRA, 70, started his seafaring career in 1970 in New Orleans. Brother Pereira, who was born in Brazil, shipped as a member of the

engine department. He first worked on Waterman Steamship's *Fairport*. Brother

Pereira upgraded his skills in 2000 and again in 2001 at the Paul Hall Center. His last voyage was aboard the *USNS Pollux*. Brother Pereira makes his home in Marrero, La.



DAVID REGISTER, 64, joined the union in 1977 in the port of Norfolk, Va. Boatman Register, who was born in Seagate, N.C., shipped primarily on Cape Fear Towing vessels. The engine department member currently resides in Wilmington, N.C.



EDDIE WILLIAMS, 62, hails from Parris Island, S.C. Boatman Williams joined the Seafarers in 1974 in Norfolk, Va. after serving in the U.S. Navy. He sailed with Crowley Towing of Jacksonville, as a captain until his retirement. Boatman Williams was a frequent upgrader at the Seafarers-affiliated school in Piney Point, Md. He calls Green Cove Springs, Fla. home.

GREAT LAKES

MOHAMED NASSIR, 66, launched his seafaring profession in 1970 in Detroit. Born in Arabia, his first ship was the *Hennepin*. Brother Nassir shipped in the engine department, most recently aboard the *Southdown Challenger*. He upgraded his skills at the Paul Hall Center in 2003. Brother Nassir currently lives in Detroit.

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.

Name	Age	EDP
Cruz, Angel	58	Nov. 1
Gonzalez, Ramon	62	Oct. 1
Rivera, Alberto	65	Dec. 1
Valentin, Teodoro	58	Nov. 1
Zander, Stephen	65	Dec. 1

INLAND



MITCHELL KILLIAN, 61, joined the ranks of the SIU in 1980 in New York. Boatman

Killian worked as a member of the deck department. The Texas-born mariner's first trip to sea was aboard the *Seabulk Tanker*. Boatman Killian last went to sea on a vessel owned by Higman Barge Lines. He is a resident of Orange, Texas.

RICHARD MOSELEY, 62, began shipping with the Seafarers in 1996 in the port of Houston. Boatman Moseley initially worked on a G&H Towing Co. vessel, but later shipped primarily with Moran Towing of Texas. In 2001 the deck department member upgraded his skills at the Piney Point school. Boatman Moseley was born in Plant City, Fla. and now lives in Houston.



CHARLES SPRINGLE, 65, initiated his SIU career in 1989 in the port of Norfolk, Va. Born in North Carolina, Boatman

Springle first worked aboard a vessel operated by Stuart Transportation as a member of the deck department. Prior to retiring, he shipped with Penn Maritime. Boatman Springle lives in his native state.

WILLIAM WATTIGNEY, 60, became a Seafarer in 1966 in New Orleans, shipping primarily on Crescent Towing vessels. Boatman Wattigney was born in California and sailed as a member of the deck department. He is a New Orleans resident.



Reprinted from past issues of the Seafarers LOG.

1946

The membership voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibilities and advisability of establishing an upgrading school in the port of New Orleans. The membership felt very strongly that the union should establish and operate its own training schools rather than have schools controlled and operated by the government.

1960

During the next two weeks the combined benefits paid out to Seafarers and their families under the Welfare and Vacation Plans will pass the \$20 million mark. As of December 18, 1959, the total benefits amount to \$19,822,218.45. Of this, more than \$7 million represents welfare benefit items with the remaining \$12,750,000 coming under the Vacation Plan. The Welfare Plan started functioning in July 1950 and the Vacation Plan in February 1952. In addition, the latest formal report showed total assets of the two plans now

exceeding \$8,200,000, of which \$5,200,000 is invested in government bonds and top grade stocks.

1994

Within hours after an emergency call went out that an oil barge had run aground and was leaking, Seafarers were stringing containment booms and crewing tugboats and skimmers to sweep the petroleum before it reached the beaches of San Juan, Puerto

Rico. Around 4 a.m. on January 7, the barge *Morris J. Berman* broke loose from its line to the tugboat *Emily S.* and drifted onto a coral reef approximately 300 yards from the beaches that serve some of San Juan's best-known hotels. The barge was loaded with 1.54 million gallons of heavy number 6 bunker oil. Several of the barge's holds ripped open, sending its contents toward the shore.

Among the first people called out to handle the crisis were Seafarers working for Crowley Maritime. SIU members sprang into action by deploying containment booms around environmentally sensitive areas.

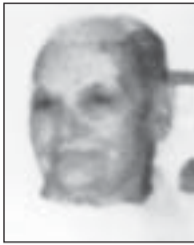
THIS MONTH IN SIU HISTORY



Final Departures

DEEP SEA

DONALD AVERILL



Pensioner Donald Averill, 87, died Oct. 26. Brother Averill was a charter member of the SIU, having joined the union in 1939, initially

sailing with M. J. Troy Inc. The deck department member was born in Boston, Mass. Prior to retirement in 1979, Brother Averill worked aboard the *Sea-Land Resource*. He resided in his native state.

LIBARDO CIFUENTES



Pensioner Libardo Cifuentes, 80, passed away Sept. 1. Born in South America, Brother Cifuentes began his SIU career in 1969

in the port of Houston. His first voyage was on the *OMI Sacramento*, on which he worked as a member of the deck department. Brother Cifuentes last sailed aboard the *Sea-Land Atlantic*. He went on pension in 1989 and called Houston home.

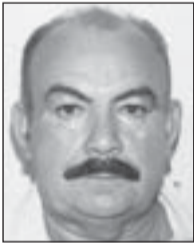
DENNIS COLEMAN



Brother Dennis Coleman, 69, died Sept. 28. He joined the union in 2000 in Piney Point, Md. Brother Coleman worked as a member of the

steward department. His first trip to sea was aboard the *Global Link*. Brother Coleman's most recent voyage was on the *APL Korea*. He was born in Freeport, N.Y. and made his home in Hawthorne, Calif.

CARLOS FIGUEROA



Pensioner Carlos Figueroa, 78, passed away Aug. 21. Brother Figueroa began his seafaring career in 1969 in the port of

New York. He first sailed on a Michigan Tankers vessel. Brother Figueroa's last ship was the *San Juan*. The deck department member was born in Manati, P.R. and retired in 1990. Brother Figueroa lived in Manhattan, N.Y.

EDWIN GAMBREL



Pensioner Edwin Gambrel, 51, died Sept. 24. Brother Gambrel began his SIU career in 1973 in the port of Houston. He

initially shipped on the *Zapata Rover* in the deck department. Brother Gambrel's last voyage was aboard the *Liberty Wave*. He was born in Mobile, Ala. and continued to reside there. Brother Gambrel went on pension in 2002.

WILLIAM KLEIMOLA

Pensioner William Kleimola, 77, passed away Sept. 9. Brother Kleimola joined the Seafarers International Union in 1951 in the



port of New York after serving in the U.S. Navy. His first ship was the *Oremer*; his last was the *Sea-Land Independence*. Brother

Kleimola, who was born in Michigan, was a resident of Las Vegas. The deck department member began collecting his pension in 1995.

WALTER MITCHELL



Pensioner Walter Mitchell, 84, died Oct. 7. A U.S. Army veteran, Brother Mitchell began sailing with the SIU in 1944 in the port of

Norfolk, Va. His first voyage was aboard the *Alcoa Pointer*. Born in Philadelphia, Brother Mitchell was a member of the engine department. He last worked on the *Gulf Merchant* and began receiving retirement stipends in 1986. Brother Mitchell called Brazoria, Texas home.

LLOYD PALMER



Pensioner Lloyd Palmer, 71, passed away Aug. 20. Born in Mobile, Ala., Brother Palmer first donned the SIU colors in 1987 in the port of

Mobile. He was a U.S. Army veteran. Brother Palmer, who worked in the steward department, initially sailed on the *USNS Dutton*; his last trip to sea was on the *Sea-Land Newark Bay*. Brother Palmer began collecting compensation for his retirement in 1999 and lived in his native state.

RUPERTO PERALTA



Pensioner Ruperto Peralta, 78, died Oct. 9. Brother Peralta embarked on his SIU career in 1973. The U.S. Navy veteran worked in the steward

department. Brother Peralta's first voyage was on the *Sea-Land Pittsburgh*. He was born in the Philippines and made his home in San Diego, Calif. Before retiring in 1993, Brother Peralta went to sea aboard the *Sea-Land Defender*.

CHESTER SPINKS



Pensioner Chester Spinks, 88, passed away July 16. Brother Spinks commenced his seafaring career in 1946 in New Orleans. The Alabama-born

mariner shipped mainly aboard Waterman Steamship Corp. vessels. He first sailed aboard the *Phillip Barbara*; his last ship was the *John Taylor*. Brother Spinks was a veteran of the U.S. Army and worked in the steward department. He began receiving his pension in 1976. Brother Spinks called Brewton, Ala. home.

RICHARD TURPIN

Pensioner Richard Turpin, 85, died



Aug. 19. Brother Turpin joined the SIU in 1970 in the port of San Francisco after serving in the U.S. Air Force. His first ship was the

Montpelier Victory; his last was the *Sea-Land Patriot*. Brother Turpin was born in England and sailed as a member of the deck department. He went on pension the 1987 and was a resident of San Diego, Calif.

INLAND

WILLIAM CALLAHAN



Boatman William Callahan, 70, passed away Oct. 17. He joined the SIU in 1977 in the port of Wilmington, Calif. Boatman

Callahan initially shipped aboard a Dixie Carriers vessel. The U.S. Army veteran worked in the deck department, most recently with Crowley Towing of Jacksonville, Fla. Born in Burlington, Mass., he made his home in Jacksonville.

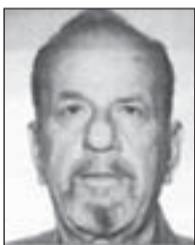
IVIE DANIELS



Pensioner Ivie Daniels, 94, died Oct. 30. Boatman Daniels embarked on his seafaring career in 1956 in the port of Baltimore. Born

in North Carolina, he first worked on a Wheeling Steel Corp. vessel. Boatman Daniels shipped in the deck department as a captain. Before retiring in 1984, he sailed on the *Charles H. Harper*. Boatman Daniels made his home in Glen Burnie, Md.

ALTON DOUGLAS JR.



Pensioner Alton Douglas Jr., 69, passed away Oct. 27. Born in Louisiana, Boatman Douglas joined the SIU in 1958 in New Orleans. He first sailed

aboard an Allied Towing vessel in the deck department and most recently sailed as a captain. He worked with Dixie Carriers prior to retiring in 2000. Boatman Douglas resided in his native state.

HENRY DUDLEY



Pensioner Henry Dudley, 78, died Oct. 13. Boatman Dudley started his SIU career in 1960 in the port of Houston, initially shipping

on a Wheeling Steel Corp. vessel. He was born in Galveston, Texas and last went to sea aboard a G&H Towing Co. vessel. Boatman Dudley started receiving his pension in 1991 and called Santa Fe, Texas home.

JOHN FURMAN

Pensioner John Furman, 66, passed away Oct. 1. Boatman Furman began his seafaring career in 1966 in the port of Norfolk, Va. after serving



in the U.S. Army. Born in North Carolina, he shipped in the deck department, initially aboard a Southern Carriers Corp. vessel.

Boatman Furman's last trip was with Allied Transportation Co. He went on pension in 2000 and lived in Windsor, Va.

CALVIN WAGNER



Pensioner Calvin Wagner, 78, died July 17. Boatman Wagner joined the SIU in 1958 in the port of Houston. The U.S. Army veteran shipped

primarily on G&H Towing vessels. Boatman Wagner was a member of the engine department. He was born in Moulton, Texas and resided in Webster, Texas. Boatman Wagner began receiving his retirement stipends in 1989.

GREAT LAKES

HAROLD ASPSETER, SR.



Pensioner Harold Aspseter Sr., 91, passed away Oct. 21. Brother Aspseter joined the ranks of the SIU in 1960 in Detroit. He worked primar-

ily aboard vessels owned by American Steamship Co. Born in South Dakota, Brother Aspseter was a member of the deck department. He started collecting retirement compensation in 1978 and lived in Wisconsin.

THOMAS FORGRAVE



Pensioner Thomas Forgrave, 62, died Oct. 22. Brother Forgrave was born in Michigan and began his seafaring career

there in 1966. The U.S. Army veteran initially shipped aboard a vessel owned by Dunbar & Sullivan. Brother Forgrave, who worked in the deck department, most recently shipped aboard a Luedtke Engineering vessel. He retired in 2004 and made his home in Bay Mills, Mich.

EUGENE SVERCL



Pensioner Eugene Svercl, 78, passed away Sept. 26. Brother Svercl started his career with the union in 1960 in Toledo, Ohio, initially

sailing with American Steamship Co. The deck department member was born in Owatonna, Minn. Brother Svercl last sailed aboard the *Saint Clair*. He began receiving his retirement compensation in 1986 and called Sandstone, Minn. home.

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

NAME	AGE	DOD
Bayliss, William	80	Oct. 3
Bellaflares, Luis	88	Sept. 20
Bellevue, Alexander	96	Oct. 7
Borowick, Frank	77	Aug. 4
Brooks, Stanley	77	July 15
Bush, Alfred	76	Oct. 9
Colantino, Peter	88	Oct. 5
Coleman, Chancy	77	Aug. 22
Colon, Angel	87	Aug. 19
DeJan, Byron	69	Sept. 3
Ebanks, Hale	71	Sept. 14
Ebanks, Royal	95	Sept. 11
Eden, Terencio	61	Oct. 16
Fonseca, Antonio	78	Sept. 13
Hickey, Edward	88	Aug. 1
Johnson, Lonnie	84	July 29
Kafantaris, Marios	93	Aug. 16
Kitagawa, Henley	88	July 22
Kowal, Michael	87	Oct. 11
Leslie, Wilton	84	Sept. 15
MacLean, James	93	Sept. 20
Martinez, Antonio	85	Sept. 16
Mather, Leon	91	Oct. 21
Matute, Teodoro	87	July 27
McDonald, Jose	91	Sept. 17
Pagan, Juan	78	May 18
Polanco, Cesar	83	Sept. 30
Raines, Herbert	82	Aug. 30
Riley, James	82	Sept. 17
Rivera, Francisco	84	Oct. 22
Santana, Guadalupe	76	Sept. 18
Sigmon, William	83	Aug. 7
Snead, John	90	Oct. 5
Vega, Paul	78	Aug. 16
Waddell, James	77	Aug. 11
Wiley, Clyde	78	Oct. 8
Williams, James	86	July 5

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.

ITB BALTIMORE (USS Transport), Oct. 28—Chairman **Jeffrey H. Kass**, Educational Director **Geoffrey L. James**, Deck Delegate **Mark E. Pesola**, Engine Delegate **Ahmed S. Salim**, Steward Delegate **Elsayed T. Amasha**. Chairman thanked watchstanders for excellent job securing ship. He noted everyone has been good about preventing accidents by using safety gear on deck. He asked crew to use portside door to access stern while in port and reminded members about upgrading facilities at Paul Hall Center for Maritime Training and Education in Piney Point, Md. Educational director expressed appreciation for new treadmill and microwave oven for crew use. Treasurer stated \$200 being put aside monthly for DVDs. No beefs or disputed OT reported. Special thanks given to Steward Amasha for excellent salad bar, baked cookies, breads and cakes. Next port: Long Beach, Calif.

SULPHUR ENTERPRISE (Sulphur Carriers), Oct. 31—Chairman **Thames H. Solomon**, Secretary **Nee Tran**, Educational Director **Antenor O. Linares**, Deck Delegate **Tibby L. Clotter**, Steward Delegate **Jose R. Norales**. Secretary reminded departing crew members to leave rooms clean and supplied with fresh linen for next person. Educational director urged everyone to upgrade whenever possible at Paul Hall Center. No beefs or disputed OT reported. Suggestions made to improve medical and pension plans and increase crew wages. Crew requested refrigerator in every room. Vote of thanks to steward department for job well done. Next port: Galveston, Texas.

ENDURANCE (USSM), Nov. 9—Chairman **Romeo L. Lugtu**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Carlos R. Bonilla**, Engine Delegate **Wade T. Rudolph**, Steward Delegate **Carlito S. Navarro**. Chairman expressed gratitude to crew members he has worked with during his stay on the *Endurance*. Secretary thanked Seafarers for keeping common areas clean. Educational director emphasized importance of enhancing skills at union's affiliated school in Piney Point and contributing to SPAD regularly.

Treasurer reported zero balance in ship's fund; money was used to purchase souvenir shirts and hats for crew. No beefs or disputed OT reported. Clarification requested by engine department on overtime. Request made to provide chair on bridge for watchstanders. Crew thanked steward department for providing excellent meals during trip. Next port: Long Beach, Calif.

HORIZON ENTERPRISE (Horizon Lines), Nov. 7—Chairman **Roger J. Reinke**, Secretary **James N. Brockington**, Educational Director **Edmund H. Hawkins Jr.**, Deck Delegate **Gavino Octaviano**, Engine Delegate **Cecilio A. Banga**, Steward Delegate **Alejo A. Fabia**. Chairman informed crew of payoff Nov. 13 in Tacoma, Wash. He reminded crew there would be no shore leave until ship cleared customs and immigration. Coast Guard fire and boat drill to be held Nov. 16 in Oakland, Calif. Secretary notified crew of sanitary inspection Nov. 11 and requested everyone to return videos to locker prior to arrival. Educational director encouraged everyone to be completely truthful when applying for new z-card. Security is very strict. Current courses available at Paul Hall Center posted on notice board; crew urged to take a look. No beefs or disputed OT reported. Letters from Seafarers Health & Benefits Plan and from Tacoma port agent read and posted on notice board. Vote of thanks given to steward department for keeping interior of ship clean and for good meals. Thanks also given to Tacoma and Oakland shoregangs for assistance in port. Next ports: Tacoma; Oakland, Calif.; Honolulu; Guam; Hong Kong.

OVERSEAS HARRIETTE (OSG Management), Nov. 20—Chairman **Clyde C. Smith**, Secretary **George Quinn**, Educational Director **Ronnie L. Bond**, Deck Delegate **Floyd Patterson**, Engine Delegate **Raul O. Giron**, Steward Delegate **Leoncio A. Castro**. Chairman announced arrival Nov. 22 in New Orleans with payoff same day. Educational director advised crew members to upgrade skills at Piney Point school. No beefs or disputed OT reported. Recommendations made regarding lowering seatime and age requirements to qualify for pension. Next

ports: Quito, Ecuador; Portland, Ore.

OVERSEAS WASHINGTON (Alaska Tanker Company), Nov. 19—Chairman **Tim D. Koebel**, Secretary **Sean O'Malley**, Educational Director **Kevin E. Hall**, Deck Delegate **Wilfredo Gatman**, Engine Delegate **Antonio N. Liboon**, Steward Delegate **Johnson Ashun**. Chairman spoke of need to vote in SIU elections by Dec. 31 and informed members that when ship is in port, Tacoma (Wash.) SIU hall would provide transportation, if needed. Educational director asked crew to get jump-start on renewing documents and to return DVDs when finished viewing them. No beefs or disputed OT reported. Letters from headquarters read responding to last month's written resolutions and motions. Crew appreciates quick response. Suggestions made regarding vacation pay. Chairman pointed out necessity of having room cleanliness sheets signed by bosun or steward. Thanks given to DEU **Bakr Elbana** for outstanding sanitary work. Crew also thanked Capt. David Arze for new wide screen TV in crew lounge. Next ports: Valdez, Alaska; Cherry Point, Wash.; Tacoma.

RICHARD C. MATTHIESEN (Ocean Shipholding), Nov. 3—Chairman **Dana Maze**, Secretary **Raymond L. Jones**, Educational Director **Kelly L. Mayo**, Deck Delegate **Thomas S. Scubinna**, Engine Delegate **Jose J. Irigoyen**, Steward Delegate **Thomas K. Gingerich**. Chairman reviewed various aspects of dental coverage as specified in contract. Bosun discussed importance of SIU elections and urged every full book member to vote. While ship is in Long Beach, Calif., somebody will pick up those wishing to vote and take them to Wilmington union hall. He also explained absentee ballot procedures. Secretary asked crew to clean lint filters before and after drying clothes for fire safety purposes. Educational director advised members to start renewal process of MMDs at least six months in advance. Treasurer stated \$150 in ship's fund. No beefs or disputed OT reported. Discussion held on new health network and LMSR contracts on Bob Hope class vessels. Suggestions made regarding improvement of medical, dental and prescription benefits. Vote of thanks to 1st Engineer **Dave Daly** for installing satellite dish and to steward department for great job. Next ports: Pearl Harbor, Hawaii; Cherry Point, Wash.; Long Beach and Crockett, Calif.

SEABULK ARCTIC (Seabulk Tankers), Nov. 9—Chairman **Juan Castillo**, Secretary **Alan W. Bartley**, Educational Director **Charles J. Walker**, Deck Delegate **Marshall Turner**, Engine Delegate **Abdulhamid Mosa**, Steward Delegate **Kim Gardner**. Chairman informed crew that patrolman will come aboard in Anacortes, Wash. to review and resolve past and current issues. Crew members were advised to pay dues at that time. Secretary reported smooth trip and thanked everyone for helping keep mess hall and house clean. He praised Chief Cook **Gardner** and steward department for great food. He said **Rolando Alonzo** was best GVA he has had in his time aboard vessel. Educational director advised Seafarers not to let documents expire; to do so would mean they would have to take all exams over. (Editor's note: To renew tanker-man assistant, one must show proof of being involved in two

loadings and/or discharges.) No disputed OT; beefs reported in engine and steward departments. Communication received from union on SIU elections was posted in crew mess hall for all to read. Recommendation made to lower age requirement in order to qualify for pension. Thanks given to chief steward for sharing his DVDs. Next ports: Anacortes; Kenai, Alaska; Barber's Point, Hawaii.

SEABULK CHALLENGE (Seabulk Tankers), Nov. 9—Chairman **Harold L. Sebring**, Secretary **Timothy J. Dowd**, Educational Director **Randolph E. Scott**, Engine Delegate **Walter V. Bagby**, Steward Delegate **Heath G.**

man **Franz C. Eder**, Secretary **Edgardo H. Ong**, Educational Director **Katherine A. Craig**, Deck Delegate **Mike Bay**. Chairman discussed company switch from Dyn Marine to Horizon Lines. He reported ship in good condition and expressed gratitude to MSC for smooth turnover. Secretary noted ship would be getting additional coffee and milk due to increased crew size. Educational director stated educational videos available for members to watch on their own time. No beefs or disputed OT reported. Request made for reimbursement of safety shoes. Discussion held about new contract.

LNG Libra Crew Members Go Ashore



Recertified Bosun Frank Hedge (right) and AB Dave Burnham sign out to catch the launch and go ashore in Bontang, Indonesia.

Bryan. Chairman informed crew of receipt of communication from union headquarters about questions raised at last shipboard meeting. He thanked everyone for help during recent safety audit and inspections. Secretary urged members to look into taking new safety course offered at Piney Point and advised them to check expiration dates on all documents. "Expired documents means no work." Educational director noted that renewal process takes time because of new background check procedures. He advised them to have all possible documents at hand to help speed things up. Treasurer stated safety award money used to install new satellite aboard vessel. No beefs or disputed OT reported. Clarification requested on wages paid in lieu of time off. Special thanks given to steward department for wonderful Thanksgiving dinner. Next ports: Jacksonville, Fla.; Texas City, Texas.

TONSINA (Alaska Tanker Company), Nov. 7—Chairman **Chris J. Kicey**, Secretary **Ken Mitchell**, Educational Director **Anthony R. Hulsey**, Deck Delegate **Bobby P. Belches**, Steward Delegate **David Vaughn**. Chairman announced arrival Nov. 8 in Long Beach, Calif. and departure for Martinez, Calif. two days later. Educational director advised crew members to take advantage of opportunities available at Paul Hall Center to enhance their education. He encouraged them to apply for and renew documents early and spoke about the importance of contributing to SPAD. No beefs or disputed OT reported. Clarification requested by engine delegate regarding performing maintenance work while on cargo watch. Suggestion made to lower number of days needed for retirement. Crew thanked Chief Cook **Vaughn** for his hard work and great food and wished him good luck on next ship.

USNS BRUCE C. HEEZEN (Horizon Lines), Nov. 5—Chair-

HORIZON PACIFIC (Horizon Lines), Nov. 3—Chairman **Steve L. Bush**, Secretary **Robert P. Mosley**, Educational Director **Keith L. Jordan Sr.**, Deck Delegate **Julius C. Udan**, Engine Delegate **Nabil Ahmed**, Steward Delegate **Charles Atkins**. Chairman discussed importance of donating to SPAD. He asked crew to check in with customs and immigration and make sure rooms are clean and supplied with fresh linen before leaving ship. Secretary encouraged members to take advantage of courses offered at Piney Point. He also advised them to keep all documents and drug tests current. Educational director reminded crew to check pay vouchers and not to forget STCW training. Treasurer reported \$255 in ship's fund and \$264 in cook-out fund. No beefs or disputed OT reported. Following reading of president's report from *Seafarers LOG*, crew gave vote of thanks to President **Sacco** and his staff for a job well done. Captain congratulated crew on successful sanitary inspection. Everyone asked to keep noise down while others are resting. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam; Hong Kong; Taiwan.

USNS MARY SEARS (Horizon Lines), Nov. 18—Chairman **Samuel Duah**, Secretary **Dennis Hunt**, Educational Director **Darlene Brooks**, Deck Delegate **Harlan K. Hulst**, Engine Delegate **Ryan M. Reedy**, Steward Delegate **Marvin T. Brooks**. Chairman advised crew members to read Horizon/SIU contract. Secretary in process of signing everybody onto ship's payroll. Educational director advised Seafarers to take advantage of educational opportunities available at Paul Hall Center and contribute to SPAD. No beefs reported; steward delegate requested clarification on overtime opportunities available for MDRs. Request made for extra copies of crew list roster and ship's minutes forms. Crew members discussed contract items.

Security Aboard Ship



At the gangway, AB Amir Kasim signs crew members and visitors on and off the LNG *Libra* while in port.

At Work and Play on the Seabulk Mariner



At left, AB Albert Mensah Jr. stands aboard a spider rig to give a fresh coat of paint to the no smoking sign on the *Seabulk Mariner's* house. The 601-ft. *Seabulk Mariner* is one of seven petroleum product carriers in the Seabulk Tanker fleet. Built in 1998, the double-hull tanker, which runs coastwise, has a capacity to carry 342,040 barrels of petroleum products.



Bosun Ramon Castro (left) directs loading operations while AB Daniel Vasquez (above) stands watch.



Break time is just long enough for a quick game of dominoes. The players are Bosun Ramon Castro, AB Matilde Zuniga, AB Daniel Vasquez and OMU Nestor Ramirez.



Performing some routine maintenance is Chief Pumpman Oscar Garcia.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Are You Receiving All Your Important Mail?

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

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

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

be mailed (unless otherwise specified).

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

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

or e-mail corrections to kclements@seafarers.org

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.*

1/05

Union Plus Offers Online Tax Service

Union Plus gives SIU members and their families access to a number of cost-saving benefits programs. A new online tax service has been added to the list of programs being offered, beginning the first quarter of 2005, to assist SIU members with filing their income tax returns.

Union Plus (formerly Union Privilege) is a non-profit entity created in 1986 by the AFL-CIO to provide union members and their families with valuable consumer benefits. Basically, the organization secures good rates for union members who are enrolled in the various programs, based on the potential collective purchasing power of all members of participating unions. In short, it's a case of strength in numbers.

Below is a summary of the latest benefit, which will provide a low-cost Internet-based tax preparation program for union members and their families.

Overview

Many consumers either prepare their own returns or go to tax preparation companies. With the increased use of the computer and Internet, many more individuals who prepare their taxes themselves are opting to use an electronic tax preparation system and file their returns via the Internet. For the 2003 tax year, about 22 percent of individual returns were filed electronically. The advantages of electronic tax

preparation are the computer programs do the math and check for obvious errors like missing information, so there are fewer mistakes on the return. Additionally, e-Filing provides a more rapid refund.

Program Provider

Union Privilege has selected Dennis G. Jenkins, CPA to provide the program's service. He will use a website developed by CCH Incorporated to provide the web-based tax service for the Union Plus Online Tax Service. CCH is the leading provider of tax and business law information and software for tax preparation professionals. The company was founded in 1913 and has been providing web-based tax services directly to consumers for five years. Many tax preparation professionals use CCH software to file taxes for their clients.

Program Features

■ The online tax preparation and filing for both federal and state returns will cost \$21.95. This compares favorably to the competition, which ranges anywhere from \$39.99 to \$52.95. The filing will be free for individuals with Adjusted Gross Incomes of less than \$25,000.

■ Members will not be bothered by the promotion of other financial services, including rapid refund loans, which, for a substantial fee, may save only two

weeks.

■ Members are not charged until they either file or print their returns.

How the Program Works

The program will be available only through the Internet. Members will log onto the Union Plus Tax Service at www.union-plus.org/taxes. They will then be directed to a Union Plus branded tax preparation site provided by CCH.

Once on the site, members will log in and enter their income tax information from their W-2s, 1099s and other tax forms. The entry process is an interview where the program walks the member through the filing process by asking appropriate questions (e.g., did you purchase a house this year?). Once the data is entered, it is placed in the appropriate tax return line.

Members will be able to save information and start again later, so they do not have to complete their returns all at one time. Year-to-year information also is saved, so members will be able to import information from a prior year's returns.

For each step there is an extensive online help system that answers many questions the member may have about a particular line on the tax form. If the member has a particular question not answered by the help system, he or she may either e-mail the question to CCH with a 24-hour turn-around for a response at no cost, or chat directly online with a CCH customer service representative for \$4.95 per session.

At the end of the process, the program checks to ensure all the information needed is correct. A

page with possible errors is displayed with links back to the appropriate spot to correct the information.

Once ready to file, the member may print out the return and mail it directly to the IRS and their state authority or file the return electronically. Refunds may be direct-deposited to a checking or savings account or sent via a check.

The return will continue to be available throughout the year if the member needs to refer back for any reason.

Other Savings Programs Provided by Union Plus

Credit Card

Apply online at www.union-pluscard.com or call 1-800-522-4000.

Secured Credit Card

Call 1-800-622-2580.

Term Life Insurance

Call 1-800-899-2782.

Health Savings

Call 1-800-228-3523 for more details.

Auto Insurance

For comparison quotes, go to www.unionplus.org or call 1-800-294-9496 to apply.

Education Services

Visit www.unionplus.org or call 1-877-881-1022.

College Scholarship

For more details, call 1-301-431-5404.

For more information about Union Plus Programs, visit www.unionplus.org.

April 15, 2005 Is the Scholarship Deadline

No matter what your qualifications or needs are, no one can be awarded an SIU scholarship without filling out an application and mailing it to the Seafarers Health and Benefits Plan by April 15.

That leaves three months in which to apply for one of the eight scholarships being given out this year—so don't put it off any longer.

First, obtain a scholarship program booklet which spells out eligibility requirements and procedures for applying. It also includes a copy of the application form. You may get the booklet in any SIU hall or by requesting one from the Scholarship Program of the Seafarers Health and Benefits Plan at 5201 Auth Way, Camp Springs, MD 20746.

The application form is very straightforward. But the entire application package contains a number of additional items that must accompany the form and may take a little time to collect. They include: auto-

biographical statement, photograph, certified copy of birth certificate, high school transcript and certification of graduation or official copy of high school equivalency scores, college transcript, letters of reference and SAT or ACT results.

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



If you sent in an application form in 2004 and were not selected for one of the scholarships, you should try again this year.

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 seetime requirements. In addition, a participant and his or her dependents may have the right to choose continuation coverage if the participant becomes a pensioner ineligible for medical benefits.

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

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

Please send me the 2005 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

1/05

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 656 — Graduating from the water survival class are unlicensed apprentices from class 656 (from left, standing) Michael Warner, William Burdette, Stephen Morris, Ronald Stump, Jarret Leask, Frank Muellersman, Stephen Cooper, Robert Morrison, Damaine Thorne, Gabriel Santa, Andre Robinson, Ariel Lopez-Albino, Benjamin Clark, Timothy Watson, (kneeling, from left) Huey Napier, George Phillips, James Ruffin, Mitchell Jordan, Ronald Whitlow and their instructor, Ben Cusic.



Advanced Fire Fighting — Receiving certificates for completion of the AB class ending Oct. 22 are (in alphabetical order) Michael Copple, Joseph Dupre, Bradley Flowers, Raymond Hotchkiss, Joshua Kirk, Kevin Koch, Tina Lester, Donovan McCants, Michael Merrell, Willie Myrick, George Peters, Steven Richards, Oscar Swangin and Michael Widmark.



Small Arms — Nov. 19 was graduation day for those in the small arms training class. They are (in alphabetical order) Richard Avila, Kevin Craigie, David Eller, Barney George, Ernesto Girau, Lionel Hall, Christopher Jackson, Carlos Llanos, Jeremy Martinez, Daniel McFarland, Stefon Otey, Jamal Ricks and Jervona Vorise. Their instructor, Robbie Springer, is at far left.



Government Vessels — Completing the government vessels course Nov. 26 are unlicensed apprentices (in alphabetical order) Michael Broadway, Nicholas Fleming, John Frey, William Hunt, Cleveland Lewis, Sean Mitchell, James Nickerson, Norman Rodriguez, Derek Rye, Martin Simmons and Nigel Williams. Their instructor, Greg Thompson, is at far left.



Medical Care Provider — Under the instruction of Jennifer Lankford (not pictured) are Nov. 5 graduates of the medical care provider course. They are (from the left) Brian Miller, Ian Ferguson, Jerome Wong and Lawrence Richardson.



Radar — Earning their radar endorsements Nov. 10 are (from left) Mike Smith (instructor), Justin VonSprecken, Kreg Stiebben, Steven Kroner, Ronel Guerzon, Clifford Lattish and Christopher Chikwere.



ARPA — Earning their ARPA certificates Nov. 19 are (from left) Mike Smith (instructor), Clifford Lattish, Justin Von Sprecken, Christopher Waldo, Ronel Guerzon and Kreg Stiebben.



GMDSS — Completing their GMDSS training Nov. 5 are (from left) Brad Wheeler (instructor), Joel Fahselt Henry Gamp, Christopher Waldo, Peter Wojcikowski, William McLaughlin and Jared Blavat.

Computer Lab Classes



Instructor Rick Prucha (standing at far right) congratulates students for their accomplishments in the computer lab. Seated (from the left) are Donovan McCants, Kirk Fisher and Jared Blavat. Standing (from the left) are Wardell Paze, Steve Richards, Kevin Koch and Prucha.



Culinary Classes — Working in the culinary lab are (from left, front row) Paul Armstrong (chief cook), Glenn Toledo (chief steward), Adele George (chief steward), (back row) Frederick Gilbert (chief cook), Brandy Parmer (chief cook), and Paul Hall Center employees Paul Gelrud, David Potter and Robert Johnson.

Paul Hall Center Classes



Lifeboatman/Water Survival — With instructor Tony Sevilla (far right) are Nov. 5 graduates of the water survival course (in alphabetical order) Laurent Abad, James Benefield, Ryan Burrows, Andres Cruz, James Footer, Diana House, Greg Karr, Art Rogers, Elaine Watts and Velicia Williams.



Welding — Graduation certificates for completion of the welding course were given Nov. 19 to (in alphabetical order) Grey Hann, Charles Jones, Yuriy Khitrenko, Dan Marcus, Aaron Matuszuy, Gerardo Vega and John Watson. Their instructor, Buzzy Andrews, is third from left.



Celestial Navigation — Graduating from the celestial navigation course Oct. 22 are (in no specific order) Darryl Alexander, Johnnie Chavis, Steve Randle, Jared Blavat, Peter Wojcikowski, Tzvetan Ovalov and Brian Miller. Their instructor, Stacey Harris, is at far right.

Basic Safety Training Classes



STCW — Nov. 19: Jeannette Aguon, Christopher Amarillo, Jennifer Ancheta, Patrick Apa, Yolanda Arceo, Roeno Babaan, Matthew Baptist, Michael Blas, Robert Bordallo, Fred Buckley, Esperanza Bugarin, Josephine Calaguas, Joao Coentro, Erano Cortez, Steven Cruz, Kimberly Dale, Emilio DeLeon, Donta Drake, Willy Duenas, Kathleen Edayan and Joshua Esau.



STCW — Nov. 19: Dennis Essen, Derrick Francis, Larry Green, Natalie Grimaldi, Jerrick Guerrero, Andy Gutierrez, Andre Holcom, James Hunt, Lilani Itliong, Ernesto Javier, Carlton Knight, Moana Lane, Jill Latza, Diana Laureano, Villamore Leones, Crisanto Leonor Jr., Joseph Licup, Edgar Malaga, Edgardo Manahan and Connie McComas.



STCW — Nov. 19: Edward Mendiola, Kenneth Mills, Herminia Molina, Timothy Moses, Jezabel Narvaez, Matthew Nelson, Daniel Nickerson, Angela Ohelo, Francisco Ortega, Patrick Pablo, Jake Palacios, Madelon Parrillo, Lyn Pimauna, Edgar Quejado, Peter Quenga, Erik Raker, Angelo Ramat, Jennifer Ramirez, Anthony Rauch, Joycelynn Rivera and Robert Rivers. Their instructor, Mike Daras, is at far left.



STCW — Nov. 19: Shirley Roberts, Lynn Rolland, Rustico Rosales, Katy Rupp, Jacob Sablan, Abdulmoghni Said, Lisa Salmans, Nathan Santos, Jennifer Sieczka, Bethany Tarantino, Tiffany Terrell, Richard Toliver, Manuel Trillana, Hidelisa Tunac, Francisco Valdez, Rommel Valdez, Benjamin Vogel and Jason Yets.



Specially Trained OS — Receiving their STOS certificates of completion Nov. 12 from instructors Stacey Harris (far left) and Herb Walling (far right) are SIU member Nicasio Arzu (second from right) and unlicensed apprentices (in alphabetical order) Richard Avila, Ernest Cannon, Kevin Craigie, Vincent Deguzman, David Eller, Matt Faber, Barney George, Lionel Hall, Christopher Jackson, Carlos Llanos, Daniel McFarland, Stefon Otey, Miles Partridge, Jeffrey Raum and Ronald Williams.



Tanker Familiarization/Assistant Cargo (DL) — Graduating from this course Nov. 5 are (in no particular order) Cleveland Lewis, Nigel Williams, Anthony Clark, Richard Murray II, Derik Rye, James Nickerson, Adam Soto, Michael Broadway, Christopher Samuel, Sean Mitchell, William Hunt, John Frey, Clark Howard, Maurice Perry, Robin Bourgeois, Aaron Ford, Craig Artice, Todd Gallagher, Martin Simmons Jr., Norman Rodriguez, Nick Fleming and Chris Eide. Their instructor, Jim Shaffer, is at far left.

2004 in Review

Job Growth, Sealift Efforts, Good Contracts Highlight Another Strong Year for Seafarers

For the SIU, the year 2004 was packed with important news and substantial progress.

Seafarers began the year by mobilizing for the second phase of Operation Iraqi Freedom's sealift component; they finished 2004 by activating for OIF3. In so doing, they reliably supported our troops and strongly upheld their role as part of the nation's fourth arm of defense.

When it came to new shipboard job opportunities, the union once again had no shortage of gains. Among all the additions, NCL America's *Pride of Aloha* garnered the most headlines, as it signaled the rebirth of the deep sea U.S.-flag cruise ship industry.

Less obviously, but also with great significance, the union negotiated contracts that unflinchingly included top-of-the-line medical benefits at affordable rates. Given the dismal state of health insurance costs across the country, the SIU's steady victories at the bargaining table arguably were remarkable in their consistency.

"This is a great time for our union," noted SIU President Michael Sacco. "We made a lot of progress in the past 12 months and I'm looking forward to another good year with the support of the membership. What we've accomplished has happened because of teamwork—a team that cares about the issues and gets things done."

Following is a look back at some of the highlights from 2004.

New Ships, More Jobs

Christened in Honolulu on Independence Day, the *Pride of Aloha* marked a milestone in the U.S.-flag deep sea cruise ship industry's rebirth. The first of three such ships planned by NCL America, the *Pride of Aloha* set sail in July and offers seven-day, round-trip Hawaii itineraries.



The SIU-crewed *Pride of Aloha* is the first vessel in NCL America's fleet. Another is due out this year, with a third scheduled to follow in 2006.

That ship was far from the only new SIU-crewed vessel in 2004. Among other additions were the *Liberty Eagle*, Liberty Maritime Corp.'s eighth vessel, which transports food shipments overseas; the chemical tanker *Charleston*, which carries various chemicals between U.S. Gulf and East Coast ports; Alaska Tanker Company's newly built *Alaskan Frontier* and *Alaskan Explorer*; and Matson's new containership *Maunawili*.

Additionally, construction continued on the first two Lewis and Clark-class ships—T-AKE vessels that will be manned by members of the union's Government Services Division. CIVMARs also welcomed new jobs as the *USNS Bridge* transferred from commissioned service to the U.S. Military Sealift Command (MSC).

Adding a new twist to its role as part of the fourth arm of defense, the SIU gained jobs aboard a semi-submersible craft under the direction of the U.S. Missile Defense Agency.

In a major maritime development, SIU-contracted operators won bids for 11 LMSRs, including the seven Bob Hope ships and four converted ships. Seafarers-contracted American Overseas Marine Corporation (AMSEA) will be the new operator of nine LMSRs, including the seven Bob Hope-class ships and two converted vessels. SIU-contracted 3PSC, LLC will operate two other converted LMSRs. MSC announced the bid awards in early September.

A protest of the awards delayed the turnover but was not expected to change MSC's original decisions in favor of AMSEA and 3PSC, respectively. In fact, the government recently upheld the latter award, and a ruling on AMSEA's contract was expected as this issue of the *LOG* went to press.

The Bob Hope ships are the *USNS Benavidez*, *USNS Bob Hope*, *USNS Brittin*, *USNS Fisher*, *USNS Mendonca*, *USNS Piliilau* and *USNS Seay*. AMSEA also will operate the *USNS Shughart* and *USNS Yano*, while 3PSC, LLC will operate the *USNS Gordon* and *USNS Gilliland*.

Seafarers also experienced upgrades in the form of replacement tonnage. Maersk Line, Limited replaced six older ships



Throughout the year, Seafarers sailed aboard U.S.-flag ships in support of Operation Iraqi Freedom. Here, the SIU-crewed *Westward Venture* loads materiel in Anchorage, Alaska.

with newer ones in the U.S. Maritime Security Program; Waterman is doing the same with two of its MSP ships.

Further, the SIU maintained jobs on seven surveillance ships when MSC awarded an operating contract to Horizon Lines.

Finally, the union won organizing campaigns at Hornblower Marine Services in Philadelphia; Puerto Rico Towing in San Juan; and Laken Shipping LLC in Cleveland.

Supporting Our Troops

Thousands of Seafarers sailed in OIF2 and OIF3, with dozens of SIU-crewed vessels on the move as of late last month.

In one of the more newsworthy missions, five Seafarers-crewed LMSRs loaded out more than 70,000 tons of Army hardware in Antwerp, Belgium for the U.S. Army's 1st Infantry Division, better known as Big Red One. Additionally, among many other key missions involving Seafarers-crewed military support ships, the *Flickertail State* delivered critical cargo to U.S. Marines in Haiti.

High-level recognition of the U.S. Merchant Marine's importance was evident throughout the year. Early in 2004, three well respected U.S. military leaders jointly testified before the U.S. Senate Armed Services Committee's Seapower Subcommittee, where they reaffirmed the U.S. Merchant Marine's importance in national security.

Gen. John W. Handy, USAF, commander, U.S. Transportation Command (TRANSCOM); Vice Adm. David L. Brewer III, USN, commander, Military Sealift Command (MSC); and Maj. Gen. Ann E. Dunwoody, USA, commanding general, Surface Deployment and Distribution Command (SDDC—formerly the Military Traffic Management Command), submitted a joint statement to the subcommittee March 10. Chaired by Sen. James Talent (R-Mo.), the hearing pertained to a mobility requirements study.

Additionally, U.S. Transportation Secretary Norman Mineta, U.S. Treasury Secretary John Snow and U.S. Maritime Administrator Capt. William Schubert emphatically stated the administration's support for the U.S. Merchant Marine during the Maritime Trades Department executive board meeting in Hollywood, Fla.

Contracts, Benefits

Even as health care benefits clearly became the top issue in contracts across the country—for all unions—the SIU secured agreement after agreement that maintained or established good, affordable coverage along with other gains. New pacts were approved at Material Services Corporation, Allied Transportation, Cape Fear Towing, USS Transport, Keystone Barge, Bisso, Moran, Seabulk, and Crescent Towing.

The Seafarers Health and Benefits Plan (SHBP) made two bold moves resulting in savings to the Plan and to participants while maintaining quality health insurance coverage levels. One was an agreement with Prescription Solutions, the other a contract with First Health Network.

Benefits conference dates for 2005 were announced, and the SHBP also selected one Seafarer and five SIU dependents for scholarships worth a total of \$106,000.

The Plan contracted with new clinics in Charleston, S.C. and Boston.

The NMU Welfare Plan merged into the SHBP. Benefits remained the same, but consolidating their administration saved money.

Shipboard and Port Security

Shipboard and port security commanded enough attention to write a series of books, but among the most significant developments were the July 1 implementations of the International Ship and Port Facility Security Code as well as the Maritime Transportation Security Act.

The Seafarers-affiliated Paul Hall Center for Maritime Training and Education added and refined courses pertaining to shipboard security.

The SIU participated in domestic and international forums on security, including extensive involvement in the U.S. Coast Guard's Area Maritime Security Committees.

The 9/11 Commission Report identified need to invest in maritime security.

The Apostleship of the Sea worked to improve potentially dangerous and often unnecessary restrictions on mariners' shore-leave rights.

ITF

The SIU remained an active affiliate of the International Transport Workers' Federation, an organization that fights for workers' rights around the globe.

Among many other activities, SIU ITF inspectors recovered millions of dollars in combined back pay for crew members from the foreign-flag ships *Olympia Explorer*, *Olympia Voyager*, *Taxiarhis Sierra*, *Sealight*, *SafMarine Douala*, *Alice*, *Kent Trader* and *Flinternoord*.

Rescues, Recognition

The Seafarers-crewed *Merlin* rescued an officer adrift from a stricken vessel near Malta.

MSC praised crew members from several SIU-crewed ships for limiting the damage caused by a fire aboard the *USNS Shughart* overseas.

The *Resolve* received a U.S. Coast Guard award for rescuing two fishermen.

SIU members aboard the *Tyco Decisive* assisted in the grim task of recovering bodies from a water-taxi tragedy that claimed five lives in Baltimore.

Other News

The industry welcomed long-awaited news that a tonnage tax had been enacted into law, likely helping provide a more level playing field for companies operating U.S.-flag fleets.

The SIU joined with other unions in continuing to push for enactment of the Employee Free Choice Act, which protects workers' rights to choose union representation.

Union families provided a big turnout on Election Day in national, state and local elections.

The U.S. Merchant Marine was included in the new National World War II Memorial, which officially opened May 29.

Members of the American Merchant Marine Veterans lobbied for legislation that would provide monthly payments to mariners who sailed during World War II.

The SIU's Houston hall was refurbished, and a number of improvements also were made to the Paul Hall Center's already first-rate simulator building.

The SIU conducted elections for 27 union offices.

In Memoriam

The union mourned the loss of far too many individuals who contributed to its progress, including Manuel "Joe" Sigler, former patrolman, port representative and safety director (age 76); Michael E. Swayne, SIU trustee (69); George McCartney, retired vice president West Coast (72); Paul Warren, retired patrolman (91); Rick Reisman, longtime director of the Seafarers Addictions Rehabilitation Center (57); Roger Boschetti, retired patrolman and business agent (82); Peter Drews, retired patrolman (76); Major Ken Conklin, founder of the Paul Hall Center's trainee program (86); Jim Malone, Philadelphia port agent (56); Martha Carr, co-director of the SHBP claims department (51); Victor Hanson, a maritime lawyer who assisted the union on a variety of legal matters (80); Ed Turner, retired executive vice president (82); Ike Williams, retired NMU port agent (71); Steve Edney, retired United Industrial Workers national director (87); and Keith Terpe, retired SIU of Puerto Rico president (80).



The *Pride of Aloha*'s christening marked a milestone for the U.S.-flag deep sea cruise ship industry. Welcoming the occasion aboard the ship in Honolulu are Seafarers along with SIU President Michael Sacco (second from right), SIU Secretary-Treasurer David Heindel (right), SIU VP West Coast Nick Marrone (left) and Paul Hall Center VP Don Nolan (third from left).