



The

# Seafarers Log

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

## Maersk Tanker Reflagging U.S.



Demonstrating a commitment to the U.S. flag—and signaling new shipboard job opportunities for Seafarers—Virginia-based Maersk Line, Ltd. last month announced it will rename and reflag the tanker *Ramsgate*. Delivery of the tanker is expected Aug. 31 on the West Coast, when the vessel will hoist the Stars and Stripes and be renamed the *Maersk Rhode Island*. Pictured above is a sister ship, the *Maersk Roy*, which is virtually identical to the *Rhode Island*. Page 3.

## NY Waterway Christens Ferry



SIU-contracted NY Waterway last month sustained the steady growth of its fleet when it christened a new high-speed ferry in Weehawken, N.J. Named after former New Jersey Sen. Frank Lautenberg, the new boat (pictured at left) is a 79-foot, bow-loading catamaran that can transport 149 passengers. Page 3.

## Congress Conducts Hearing Unions State Case for Broadening U.S. Maritime Security Program



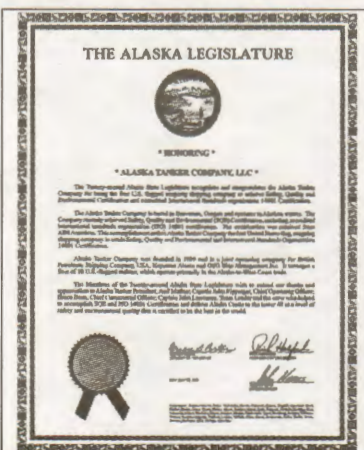
SIU Pres. Michael Sacco (left) presents a joint statement to Congress on behalf of four U.S. maritime unions. Joining him at the July 16 hearing before the House Special Oversight Panel on the Merchant Marine are (from left) MEBA Pres. Ron Davis, MM&P Exec. Asst. Mike Rodriguez and AMO Pres. Michael McKay. The statement urged a 20-year extension of the U.S. Maritime Security Program and an expansion of the MSP fleet to at least 60 ships. Page 3.

## SPAD Starts New Program



The voluntary Seafarers Political Activity Donation fund (better known as SPAD) this month kicks off a new program intended to encourage and reward participation. A SPAD lapel pin, T-shirt and cap are featured in this new endeavor. For details, see page 6.

## Alaska Tanker Company Racks Up Safety Awards



Alaska Tanker Company (ATC) last month received the State of Washington Department of Ecology's prestigious Exceptional Compliance Program Award. ATC also recently was honored by the Alaska State Legislature for its outstanding safety and environmental record. Pages 12-13.



## CIVMAR News

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### Second Phase of ISM Code Implemented

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### Mobile, Ala. Happenings

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## President's Report

### Loud and Clear

In a span of less than five weeks, the United States Congress recently held two hearings about some of the most critical issues facing the U.S. Merchant Marine.



Michael Sacco

The first hearing took place June 13 and focused on the threat of runaway flag vessels to our national security.

The second was conducted July 16, and that inquiry dealt with a future extension and expansion of the Maritime Security Program (MSP). The SIU testified at both sessions, which were called by the House Special Oversight Panel on the Merchant Marine, part of the Armed Services Committee.

Particularly in an industry as heavily regulated as ours, those hearings shouldn't be taken for granted. They potentially represent important first steps in tackling two major concerns. The fact that the hearings even were called in the first place shows that Congress is serious about examining these issues.

For Seafarers, the hearings also should serve as reminders that political action remains a must. It has been that way since our founding in 1938. Today, practically everything in our industry is subject to one law or another—crew size, cabotage, documentation, port state control, vessel structure, you name it.

Those of you who have sailed with us for several years know what I mean. Issues have a way of resurfacing in different forums long after we've first dealt with them. That's why the SIU always has been, and always will be, politically active.

Along those lines, this month a new program is being introduced to promote and reward participation in SPAD, the union's voluntary political action fund. Details are on page 6. I'm proud of the SIU's already strong rank-and-file participation, and I encourage every member to sign up for SPAD. Seafarers long have known that "politics is pork chops." Now, our members will know "it takes a four-letter word (SPAD) to be heard!"

In a joint statement with other maritime unions, we were heard loud and clear during last month's MSP hearing. We took the first opportunity to go on the record as requesting—and strongly justifying—a greater commitment to the program.

The maritime unions stood together to declare that extending the program for an additional 20 years and expanding the MSP fleet to at least 60 ships not only is vital to America's national and economic security, but also may be the catalyst for the continued revitalization of the U.S. fleet.

We have several things going for us in this effort. One is the fact that the MSP has been economically efficient. It has provided our government with access to nearly 50 modern, militarily useful vessels that can support our national security, along with the critical infrastructure of the companies participating in the program. The MSP also has helped maintain a pool of skilled mariners who undoubtedly will be needed to crew the government-owned strategic sealift ships in times of conflict.

Another reason why our nation needs a bigger, better MSP is the war against terrorism. The MSP was created in the wake of the Persian Gulf War. Congress rediscovered the value of the U.S. merchant fleet at that time. Working with the maritime unions and industry, elected officials produced this very important program to revitalize our U.S.-flag fleet.

Since September 11, I believe we've seen a renewed awareness on Capitol Hill of what our merchant marine means to national security. That development would be welcome any time, but it's especially important today—because our war against terrorism undoubtedly will involve much more than what we've seen so far.

As anyone who follows the news has seen, there is every indication that the United States will go to war against Iraq in the fairly near future. It's obvious that the administration is committed to removing Saddam Hussein, and history strongly suggests that our merchant marine will be called upon.

There are many other reasons why America deserves a broadened commitment to the MSP, and the SIU will use every possible resource to deliver that message however many times it takes to make such a commitment reality.

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

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## Seafarers Rally With Gulf Mariners

More than 50 Seafarers recently rallied in solidarity with employees from Trico Marine Services, Inc. who are seeking representation by the Offshore Mariners United (OMU).

SIU members turned out in New Orleans June 13 and in New York June 6 and June 27 to back workers employed in the Gulf of Mexico offshore oil service industry. At issue in all three rallies were employees' freedom of association and freedom of speech.

For the past two years, maritime employees at Trico have been struggling to gain union representation. Trico has conducted a fierce and often intimidating campaign to deny workers their rights.

SIU New Orleans Port Agent Steve Judd led the group of Seafarers during the rally in New Orleans. In addition to brandishing signs of support that demanded mariners' rights, Seafarers handed out flyers that outlined the employees' demands. Those who participated in the rally were Recertified Bosun **Cesar Gutierrez**, Recertified Steward **Ernie Hoitt**, Chief Cooks **Joe**



Part of the SIU contingent that rallied in New York in support of Trico employees posed for the photo above. Pictured (from left to right) are SIU Port Agent Jim Malone, OSU Representative Bruce Vail, Tom Dugan, Mike Manekas, Benny Santos, Eddie Martinez, Scott Musick, Joe Enders, Nabassin Adedouawongobou, SIU New York Representative Oscar Lopez, John Wozunk, Joe Gallo, Mike Joel and Carlton Hall.

**Brooks and Artis Pilgram**, Steward Assistant **Wardell Paze** and ABs **Mohammed Adams**, **James Wilkerson**, **Judith Merwin** and **Vincent Thompson**. SIU Pensioner **Silverio Arana** also participated.

SIU Philadelphia Port Agent Jim Malone, SIU New York Patrolman Joe Mieluchowski and SIU New York Representative Oscar Lopez were in the front-

lines of Seafarer contingents—nearly 20 strong during each outing—during the efforts in New York. Bruce Vail, a former member of MEBA who now is actively involved with the OMU, joined them. SIU members who participated included: **Tom Dugan**, **Mike Manekas**, **Benny Santos**, **Eddie Martinez**, **Scott Musick**, **Joe Enders**, **Nabassin Ade-**

*Continued on page 7*

## Two Miami Shipping Agents Busted for Document Fraud

An eight-month case that was one part homeland security operation and one part criminal investigation resulted in arrests July 3, shortly after officials from the U.S. Coast Guard and the Immigration and Naturalization Service (INS) served and executed search warrants at two locations on the Miami River. The warrants helped investigators collect evidence and led to two arrests and the confiscation of a stockpile of bogus documents pertaining to the merchant marine.

The investigation began in November 2001 and focused on two shipping agents operating on the Miami River. The U.S. Attorney's Office in Miami authorized the arrest of Freddy Alvaredo and Julio Gonzalez. Both subsequently were charged

with false official statements in violation of 18 USC 1001. Gonzalez was also charged with alien smuggling under 8 USC 1324.

Violations of 18 U.S.C. 1001 are punishable by five years imprisonment while violations of 8 USC are punishable by a maximum of 10 years. The defendants were released on percentage bonds and are scheduled for arraignment Aug. 5.

Documents seized during the operation included medical certifications, STCW credentials and letters that stated individuals were employees of maritime companies. These could be used to help obtain U.S. work visas at American consulates abroad.

Also confiscated were visa letters, stamps used to falsely certify mariners' medical examinations,

computer records and various levels of mariner licenses, including masters, electricians and mates. These documents generally were Panamanian, Colombian and Honduran in origin. More than \$102,000 in cash also was seized.

Teaming up for the investigation were representatives from the Coast Guard Investigative Service (CGIS), Coast Guard Marine Safety Office Miami and INS. The Coast Guard agent in charge of the investigation, Jim DeVino, said the results "will have a tremendous impact on stemming the illegal flow of fraudulent foreign merchant mariner documents in South Florida. We view this case as highly successful, from both a criminal investigative and a homeland security perspective."

The Coast Guard also acknowledged that fraudulent documentation is a problem that plagues marine safety offices across the country.

### Hotel Annex Almost Complete

Construction of the new hotel annex at the Paul Hall Center for Maritime Training and Education is in its final stages. The building, located near the library, is scheduled for a ceremonial opening during the Seafarers International Union of North America's convention Sept. 11-12. Meanwhile, rooms at the training and recreation center hotel have undergone substantial refurbishment. These photos of the annex were taken in mid-July.





# Unions Urge MSP Extension, Expansion

## Congress Conducts 1<sup>st</sup> Hearing on Program's Broadening

SIU Pres. Michael Sacco led a group of maritime union officials last month in urging Congress to extend the U.S. Maritime Security Program by an additional 20 years and expand the MSP fleet to at least 60 vessels.

The SIU president appeared July 16 before the House Special Oversight Panel on the Merchant Marine, part of the Armed Services Committee. Joining him were American Maritime Officers Pres. Michael McKay; Mike Rodriguez, executive assistant to Maters, Mates & Pilots Pres. Tim Brown; and Marine Engineers' Beneficial Association Pres. Ron Davis.

Earlier during the hearing—chaired by U.S. Rep. Duncan Hunter (R-Calif.) and attended by a standing-room crowd—testimony was submitted by John Clancey, chairman of the board of Maersk Sealand; Roy Bowman, vice president for government affairs of APL Limited and executive vice president of American Automar, Inc.; Jordan Truchan, president and CEO of Patriot Holdings, American Ship Management, and Patriot Contract Services; Joseph T. "Jay" Keegan, president and CEO of U.S. Ship Management, Inc.; Erik Johnsen, president of International Shipholding Corporation; and Robert Alario, president of Offshore Marine Service Association.

Joining Hunter in receiving the testimony were fellow committee members Rep. Jim Saxton (R-N.J.), Rep. Thomas Allen (D-Maine), and Rep. Gene Taylor (D-Miss.).

Although much of the hearing focused on U.S. citizenship ownership and control of vessels participating in the MSP, everyone who testified, stated that the existing program has been successful and should be broadened.

In opening the hearing, Hunter noted, "Although we have some time before the current Maritime Security Program expires, the panel wanted to get started now with the hope that we can get something enacted well before the current expiration date in



Although expressing some differences concerning citizenship ownership and control of vessels participating in the MSP, members of the first panel were united in their support for extending and expanding the program. Pictured from left to right are Robert Alario, president of Offshore Marine Service Association; Jordan Truchan, president and CEO of Patriot Holdings, American Ship Management, and Patriot Contract Services; Joseph T. "Jay" Keegan, president and CEO of U.S. Ship Management; Erik Johnsen, president of International Shipholding Corporation; Roy Bowman, vice president for government affairs of APL Limited and executive vice president of American Automar, Inc.; and John Clancey, chairman of the board of Maersk Sealand.

2005. . . . This is the first of what I hope will be several additional hearings relating to the Maritime Security Program."

Enacted in 1996, the MSP was designed to enhance and increase the role played by the commercial maritime industry in national defense planning. As noted by the SIU and the other maritime unions in a joint statement submitted to the panel, the MSP requires that the maritime security fleet be composed of "active, militarily useful, privately owned vessels to meet national defense and other security requirements" and that an emergency preparedness agreement approved by the secretary of defense must cover

each vessel.

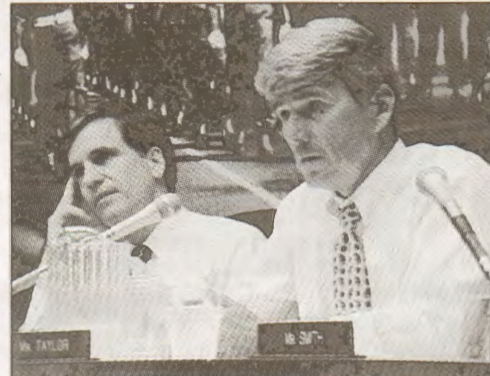
The MSP further mandates that, through the Voluntary

Left: SIU Pres. Michael Sacco (left) presents the joint statement issued by the SIU, AMO, MM&P and MEBA. Joining him on the panel are (from left) MEBA Pres. Ron Davis, MM&P Exec. Asst. Mike Rodriguez and AMO Pres. Michael McKay.



Right (top): Panel Chairman Rep. Duncan Hunter (R-Calif.) (right) and Rep. Jim Saxton (D-N.J.) listen to the unions' joint statement.

Right (below): Rep. Thomas Allen (D-Maine) (left) and Rep. Gene Taylor (D-Miss.) questioned members of both panels about the potential impact of possible changes in an extended MSP.



Intermodal Sealift Agreement (VISA) program, a company participating in the MSP must make its intermodal shipping services and systems, including ships, vessel space, intermodal equipment and related management services, available to the Department of Defense "as required to support the emergency deployment and sustainment of U.S. military forces."

Sacco, presenting the joint statement, noted, "This program is critically important to the American workers we represent, helping to offset the higher cost

of operating commercial vessels under the United States flag caused by the multitude of rules, regulations and tax obligations mandated by our government for United States-flag ships but not for their foreign competitors. As such, the reauthorization of this program is absolutely essential to ensure that the United States keeps and expands its privately owned fleet of United States-flag commercial vessels.

"It is the active, competitive, privately owned commercial fleet

Continued on page 4

## NY Waterway Christens High-Speed Ferry

SIU-contracted NY Waterway last month continued the steady expansion of its fleet when it christened a new high-speed ferry in Weehawken, N.J.

Named after former New Jersey Sen. Frank Lautenberg, the boat is a 79-foot, bow-loading catamaran that can transport 149 passengers. It was built by Allen Marine, Inc. of Sitka, Alaska.

SIU Vice President Contracts Augie Tellez and SIU Vice President Atlantic Coast Joseph

Soresi led the SIU contingent attending the July 10 christening.

"We're pleased to continue growing with NY Waterway, and we obviously welcome the additional job opportunities," said Tellez. "It should also be noted that the company deserves a lot of credit for its exhaustive efforts to provide the most up-to-date safety training—specifically geared for passenger service—for the crews through the Paul Hall Center (based in Piney Point, Md.). That commitment to safety cannot be overlooked."

NY Waterway is the largest privately owned commuter ferry service in the nation, providing more than 60,000 passenger trips per day. The company utilizes 43 SIU-crewed boats on 19 routes between Brooklyn, N.Y. and Manhattan, and between Rockland and Westchester counties, with additional routes being developed. Additionally, NY Waterway

offers leisure and sightseeing cruises in the New York area.

Lautenberg, who in 1996 voted in favor of the U.S. Maritime Security Program, said at last month's christening, "A principal focus of my work in the U.S. Senate was to enable people in this crowded metropolitan area to reach their destinations more comfortably and more efficiently. NY Waterway and the visionary Imperatore family (owner of the company) have played an enormous role in making life more pleasant when going to work, recreation or other places in this region. I am so pleased to have joined them in their important mission."

"Sen. Lautenberg was one of the first leaders to recognize the value of commuter ferry service in providing safe, reliable, environmentally friendly transportation," noted NY Waterway Pres. Arthur E. Imperatore Jr.



The newest SIU-crewed passenger ferry is NY Waterway's U.S. Senator Frank R. Lautenberg, christened last month.

## Maersk Tanker Will Reflag American

More jobs are on the horizon for Seafarers as SIU-contracted and Norfolk, Va.-based Maersk Line, Ltd. later this year will rename and reflag the *Ramsgate*, a 35,000 tonnage clean product tanker.

The vessel, currently owned and operated by Maersk United Kingdom and registered under the British flag, will be renamed the *Rhode Island* and flagged under the Stars and Stripes. Delivery of the



The *Maersk Roy* is a sister ship of the soon-to-be-renamed and reflagged *Rhode Island*. Aside from hull number, both vessels are the same.

tanker to the Virginia company is expected Aug. 31 on the West Coast. A formal ceremony for the renaming and reflagging will take place at the time, a Maersk spokesperson said.

"This move reflects Maersk's commitment to the U.S. flag, and it's also a great credit to Capt. Bill Schubert (head of the U.S. Maritime Administration) for his and MarAd's efforts to promote and increase the U.S.-flag fleet and employment opportunities for U.S. mariners," stated SIU Pres. Michael Sacco. "It also augments the critical manpower pool of trained mariners who are so vital to U.S. sealift capability."

The *Rhode Island* is a single screw, diesel-driven, double hull tanker that will engage in worldwide service. Its homeport will be Norfolk, Va. The U.S.-flag vessel will be engaged primarily in transporting clean petroleum products. It is capable of carrying clean and so-called "dirty" petroleum and crude oils in cargo tanks with special epoxy series coating in cargo tanks and slop tanks.

The ship is 562 feet long and 90 feet wide. Its "summer deadweight" is listed at 34,999 metric tons, while its gross tonnage is 22,181 metric tons. The vessel is equipped with bow and stern thrusters and is capable of carrying five grades simultaneously.



## Notice

### Unlicensed Apprentice Program

For individuals interested in attending the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, please note that there has been some misinformation, particularly via messages on the world wide web about the school's apprentice program. To qualify for the program applicants must be at least 18 years of age (or 17 years of age with parental consent). This requirement is necessary to comply with Coast Guard regulations. There is no upper age limit for individuals wishing to participate in the program.

The program provides training for entry-level positions, and includes practical work on a vessel. The program is physically rigorous. Teamwork is stressed and apprentices live in open-berthing dormitories and take meals together. Applicants must be able to meet certain physical requirements, specified by United States Coast Guard regulations and maritime industry standards.

If you are interested in attending the school, please call (301) 994-0010, ext. 5342, or visit [www.seafarers.org](http://www.seafarers.org).

## New AFL-CIO Web Site Helps Workers Survive Unemployment Amid Massive Corporate Layoffs

To help meet the needs of laid-off workers, the AFL-CIO on July 11 launched [www.laidoffworkers.org](http://www.laidoffworkers.org)—a new web site that provides resources for surviving unemployment, meeting working family challenges, learning what went wrong and protecting retirement security.

In announcing the site's launch, the federation (to which the SIU is affiliated) noted, "Corporate greed has left thousands of workers across the country without jobs, retirement security and health care. While corporate executives cook books and receive obscene salaries and perks, workers are getting pink slips and losing health insurance and retirement savings. . . . At least 17,000 WorldCom workers have joined the ranks of other corporate workers struggling to find new jobs and benefits following the collapse of their companies as a result of corporate greed."

Visitors can access the site to develop a financial action plan, get information about unemployment insurance and benefits and learn about their rights under federal law. The web site also provides information on coping with working family challenges such as college costs, caring for elders,

buying health insurance and saving for retirement.

"Workers should not have to suffer because of unchecked greed in corporate America," said John Sweeney, president of the AFL-CIO. "This new web site will give workers the information they need to survive sudden layoffs in this emerging cycle of corporate mismanagement."

The site provides workers with the tools they will need to get active in the push to demand corporate accountability. Workers can also become active participants in lobbying members of Congress to support meaningful pension reform legislation and other measures that address the needs of working families.

It further includes a link to a 10-step plan from the AFL-CIO for employers facing structural change as they initiate mass layoffs. The guidelines are intended to help laid-off workers gain fair treatment, severance payments and basic rights.

The AFL-CIO, which represents 13 million working men and women in the United States, successfully spearheaded a campaign in the federal bankruptcy court that resulted in additional severance payments of more than \$30 million to former Enron workers.

and most cost-effective means of transporting supplies needed by our troops overseas. Without reliable commercial sealift, our nation cannot sustain sizeable military forces in combat."

Along those lines, the unions (and others who testified) reported that the MSP has proven quite cost-effective. No less an authority than the commander in chief of the U.S. Transportation Command (TRANSCOM) in August 2001 stated that it would cost the Defense Department more than \$9 billion to replace the current commercial sealift capacity in the MSP and an additional \$1 billion annually for the operations and maintenance of these vessels—and that's not including the cost of providing and replicating the private-sector intermodal infrastructure available through the MSP.

The unions specifically recommended that Congress and the

## Capt. Schubert Thanks Army For Honoring U.S. Mariners

U.S. Maritime Administrator Capt. William Schubert last month thanked the U.S. Army for its recent decision allowing military funeral honors at Arlington National Cemetery for U.S. Merchant Marine veterans of World War II.

"The decision of your agency to allow merchant mariners to be inurned at Arlington is a salute to these patriotic seafarers for their heroic contributions to this country," Schubert said in a July 11 letter to Reginald J. Brown, assistant secretary of the Army for manpower and reserve affairs.

"Thank you for making this favorable decision," Schubert pointed out that each year, on or around National Maritime Day, May 22, the Maritime Administration sponsors a Merchant

Marine Memorial Service, which honors American seafarers who lost their lives in service to their country. During World War II alone, 733 American vessels were sunk, and approximately 6,000 merchant seamen and officers were lost as a result of enemy action and war-related causes.

On June 10, the Army announced that individuals from 37 groups, known as Active Duty Designees, may now receive military honors when their remains are inurned at Arlington National Cemetery. In addition to ocean-going members of the merchant marine, the groups include Women's Air Force Pilots, Women's Army Auxiliary Corps, Flying Tigers, battlefield ambulance drivers, female civilians who served with the U. S. Army



Capt. William Schubert  
U.S. Maritime Administrator

Nurse Corps at Bataan and Corregidor, and defenders of Bataan and Wake Island.

Questions about eligibility for inurnment and military honors at Arlington National Cemetery should be directed to the cemetery's Interment Services Office at (703) 695-3250.

## Union, MSC Negotiate Outport Medical Examination Program

After many months of negotiation, the union and MSC have reached agreement for CIVMARS to receive medical examinations while on leave. This program can benefit mariners who wish to extend their leave period rather than returning to the customer service unit (CSU) for physical examinations after their leave ends.

Participation in the program is voluntary unless there are mission requirements which will necessitate that the CIVMAR interrupt his or her leave to receive a physical examination. CIVMARS who choose not to participate may return to the CSU in San Diego or Norfolk for their examinations.

The Afloat Personnel Management Center (APMC) will implement this new program gradually—giving CIVMARS living in the United States 30 days' notice, and 60 days' notice for CIVMARS living outside the States.

MSC hopes to have physical examinations completed while the CIVMAR is serving aboard a vessel and prior to the beginning of leave. If that cannot be accomplished, the mariner may

choose to interrupt leave for an exam.

CIVMARS who choose to take an examination during leave must remember that it is very important to remain in contact with their detailers to ensure they have all the appointment information, travel information and funds needed to travel to the physical examination office. Mariners will be paid for the time it takes to complete the examination.

Mariners should make sure they understand what pay they will be entitled to in advance of their trip to the medical exam to avoid any misunderstandings.

CIVMARS who live outside the States must remember that if they are found not fit for duty and try to remain at home to get the treatment they need, their insurance may not cover fees for foreign doctors and medical treatments at foreign hospitals or clinics. Make sure you understand your insurance coverage. It also should be noted that prescription drugs may not be covered if they are obtained at foreign pharmacies.

APMC has sent out an announcement with all the details of this program to MSC vessels. If you have questions you can contact your MSO, the Force Medical Officers on each coast or your detailer. The Union and MSC will meet in six months to review the program. If you have comments about the program please send them to [civmarsupport@seafarers.org](mailto:civmarsupport@seafarers.org).

## Unions Urge MSP Extension

Continued from page 3

that provides the shipboard jobs during peacetime that ensures the United States will continue to have the trained American citizen merchant mariners available to crew the more than 150 government vessels that provide the surge buildup at the outset of military conflicts; and the American commercial vessels that provide the reliable, immediate sealift sustainment capability to support military operations overseas."

He further stated that it is "absolutely critical" for both the government and public to realize that "unless merchant mariners have employment in our industry at decent wages and benefits during times of peace, mariners will not be available in times of war or other international emergency. Without a strong American commercial merchant marine, the United States will lose the best

administration "statutorily extend" the MSP for an additional period of at least 20 years beyond its present expiration date of Sept. 30, 2005; expand the MSP fleet from the present 47 vessels to at least 60; and adjust the annual MSP payment so that it "more accurately reflects the realities of shipping economics under the United States flag."

The unions concluded, "We are convinced that this program could, with appropriate and practical changes, serve as an even greater source of employment for American mariners, support to an even greater degree American military operations overseas, and better protect U.S. economic interests from total domination by foreign-flag vessels and crews."

Among others' comments supporting the MSP were the following:

■ Truchan said the MSP "is absolutely essential to the continuing existence of the American Merchant Marine and therefore,

the national defense and security of our nation."

■ Keegan said Congress "should not now or in the future modify a well-entrenched policy which limits eligibility in the MSP to American-flagged vessels, with American crews..."

■ Johnsen stated, "In addition to our national defense, the importance of a U.S.-flag fleet to protect our economic interest in international commerce is equally well-established.... It is the U.S.-flag fleet that helps American businesses to maintain equitable participation in international commerce, and that fleet itself depends very heavily on the MSP program to maintain its presence

in the foreign trade of the U.S."

■ Clancey stated, "Some may question why we need to reauthorize the MSP now. Let me answer that question: It is critical that we preserve the important U.S. maritime industrial base and American jobs. Removing any uncertainty about the extension of the MSP will be very helpful in that regard."

■ Bowman pointed out, "The critical importance of a U.S.-flag liner fleet to national security has been a central tenet of U.S. maritime policy for generations, most recently reaffirmed with the passage of the Maritime Security Act of 1996."

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, September 2, 2002 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.



# Report Examines Ship Detentions in 2001

Many companies operating older tonnage do not show much interest in proper safety standards, according to the 2001 Annual Report of the Paris Memorandum of Understanding on Port State Control (MOU).

The body arrived at this conclusion following its tabulation of individual ship inspections and ship detentions during 2001. Operating on the premise that although not every old ship is a bad ship, the group said that some owners of older vessels still pose significant risk in areas related to safety, the marine environment, operational standards and especially the implementation of a safety management system.

According to the report, a number of flag states that are responsible for certifying these older vessels have more concern for their revenues than for safety standards. Some registers have even managed to find their way to the top of the Black List in a single year. Meanwhile, other notorious flags seem to be comfortable with their position on the Black List and have not shown any sign of improvement over the years, the report said.

To illustrate the central role classification societies play when acting on behalf of flag states, their actions were closely monitored. Records for 2001 indicated that in 1,699 detentions (only one of which involved a U.S.-flag ship), classification societies were held responsible 22 percent of the time (380 instances). Of these 380 instances, 78 percent or 297 were attributed to class societies acting on behalf of flags on the Black List.

"This may indicate that safety is or can be measured by double standards," said Alan Cubbin, chairman of the port state control committee. "Perhaps the time is right for classification societies to become more discriminating in

whom they represent."

The actual number of deficiencies recorded during port state control inspections in 2001 (68,756) showed a slight increase and is only 1.5 percent higher when compared with the prior year. But the increasing trend in operational deficiencies related to safety procedures still is continuing at an alarming rate. An increase of 29 percent has been registered since 1999. Ships older than 15 years show more than 11 times as many operational deficiencies as ships less than 5 years old.

Of even greater concern, according to the report, is a steep increase in safety management defects, which over three years have increased by 150 percent. Once again, ships older than 15 years showed 14 times as many

non-conformities as ships less than 5 years old did.

MOU General Secretary Richard Schiferli said, "Since all ISM compliant ships have been subject to several audits by the company and flag or classification society since they were certified in 1998, the standard of non-compliance should be cause for concern. At the same time, questions can be raised as to how the companies of these ships managed to obtain a Document of Compliance."

A close correlation exists between safety, working and living conditions aboard vessels, according to the report. Deficiency rates have increased over many years. In particular, older bulk carriers and general dry cargo ships sometimes are found in an appalling condition for the crew. Combined

with contracts of long service on board and extensive working hours, there is no room for a safety culture on board these ships. Unfortunately many flag states and classification societies take no interest or deny their competence and leave it to port States to pick up the pieces.

In view of the foregoing, and coupled with lessons learned during nearly 20 years of operation, the body has set a new course for the years ahead with fresh objectives. Determined targeting of substandard ships, greater transparency to the outside world and a higher level of harmonization and quality are among the goals. Officials said that companies, ships and flags with good safety records should be rewarded for investing in quality shipping. They

warned, however, that ship owners, flag states, classification societies and charters must be held accountable for their performance and involvement with sub-standard ships.

The Paris MOU consists of 19 participating maritime administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe. The body's mission is to eliminate the operation of substandard ships through a harmonized system of port state control. Annually, it conducts more than 18,000 on board inspections of foreign ships in various ports to make certain that vessels meet international safety and environmental standards, and that crew members have adequate living and working conditions.

## Second Phase of ISM Code Implemented

The International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) as of July 1 became mandatory for most ships trading internationally.

Under the first phase of implementation, which began in July 1998, compliance with the code had been mandatory for tankers, passenger ships and bulk carriers. Now, all other vessels covered by the International Convention for Safety of Life at Sea (SOLAS) Convention—which includes all but the smallest internationally-trading vessels—must comply. The mandatory ISM Code provides an international standard for the safe management and operation of ships and for pollution prevention. In addition, shore-side management now has direct responsibility to ensure that its ships operate to the prescribed level of safety.

According to the International Maritime Organization (IMO), preliminary reports suggest that ISM implementation has had a positive effect and the Code is beginning to achieve its aim of creating a culture of safety within shipping companies throughout the world. Commercially, early indicators suggest that ISM certification proves its worth.

According to the IMO, companies that have safety management systems in place have reported reductions in casualties and spills, as well as downward trends in detention rates. Further, those that have fully embraced the ISM Code have a better approach to safety management.

William A. O'Neil, IMO secretary general noted, "Previously, IMO's attempts to improve shipping safety and to prevent pollution from ships largely had been directed at improving the hardware of shipping—for example, the construction of ships and their equipment. The ISM Code, by comparison, concentrates on the way shipping companies are run. This is important, because we know that human factors account for most accidents at sea—and that many of them can ultimately be traced to management. The Code is helping to raise management standards and practices and thereby reduce accidents and save lives."

The ISM Code became mandatory July 1, 1998 under the International Convention for SOLAS. From that date, it applied to passenger ships, including passenger high-speed craft; and oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft of 500

gross tonnage and above. As of July 1, other cargo ships—including general cargo ships and container ships—and mobile offshore drilling units of 500 gross tonnage and above now must comply.

Some 12,000 ships had to comply by the first deadline. The second phase of implementation brought in another 13,000 ships. All commercial ships (above 500 gross tonnage) on international voyages now have to comply.

Among other functions, a proper safety management system as required by the ISM Code should:

- Ensure that all applicable international standards are complied with.
- Help prevent accidents.
- Ensure procedures are in place for dealing with any shipboard emergency.
- Make certain there are adequate communications between ship and shore-side personnel.
- Ensure that all individuals know their role and responsibility and are adequately trained and have the appropriate resources to do their job.
- Make sure that all activities and operations are planned, controlled and verified.

## Data Recorders, ID Systems Among New Requirements

The carriage of voyage data recorders (VDRs) and automatic identification systems (AIS) are among several new requirements for certain ships.

The regulations—amendments to the 1974 International Convention for the Safety of Life at Sea (SOLAS)—became effective July 1. The revised SOLAS Chapter V (Safety of Navigation), which was adopted in December 2000, includes a number of important new requirements for ships, including those relating to the carriage of VDRs and AIS and acceptance of electronic charts as meeting the chart carriage requirements.

Like the "black boxes" on aircraft, VDRs will make it possible for accident investigators to review procedures and instructions that took place in the moments before an incident. The units are designed to help identify the cause of any accident. The following ships are required to carry VDRs:

- Passenger ships constructed on or after July 1, 2002;
- Roll-on/Roll-off (RO/RO) passenger ships constructed before July 1, 2002;
- Ships, other than passenger ships, of 3,000 gross tonnage and upwards constructed on or after July 1, 2002.

Additionally, non-RO/RO passenger ships built before July 1, 2002 must have the equipment by Jan. 1, 2004.

VDRs are required to meet performance standards at least equaling those adopted by the International Maritime Organization (IMO) in 1997. Those standards, which outline details on data to be recorded and VDR specifications, state that the VDR should continuously maintain sequential records of pre-selected data items relating to status and output of the ship's equipment and command and control. Further, the guidance states that VDRs should be installed in protective capsules that are brightly colored and fitted with appropriate devices to aid in location. Finally, the units should be entirely automatic in normal operation.

Under the new regulation, the VDR system, including all sensors, will be subjected to an annual performance test conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data.

### VDRs for Current Cargo Ships

The IMO's Maritime Safety Committee (MSC) in December 2000 adopted a resolution on the carriage of VDRs on existing

cargo ships. This decree calls for a feasibility study to determine the need for mandatory carriage of VDRs on these ships. That study, being conducted by the Subcommittee on Safety of Navigation (and other IMO subcommittees as appropriate), considers such factors as viability, technical problems relating to the retrofitting of VDRs, adequacy of existing performance standards including the possible development of simplified standards, experience in the use of VDRs on ships already fitted with them, including data that could not have been obtained without VDRs, and relevant financial implications, including a cost-benefit analysis.

The study should be finalized by Jan. 1, 2004 so that, if a compelling need for mandatory carriage of VDRs on existing cargo ships is demonstrated, relevant amendments to SOLAS Chapter V and associated performance standards can be drafted.

### AIS

Regulation 19 of the new Chapter V—carriage requirements for ship-borne navigational systems and equipment—establishes navigational equipment to be carried on board ships, according to ship type. Most equipment (gyro-compass, radar, etc.) was already required under the existing Chapter V, but the new regulation adds a requirement for carriage of AIS capable of automatically providing information about the ship to appropriately equipped shore

stations, other ships and aircraft.

The regulation requires AIS to be fitted aboard all ships of 300 gross tonnage or more engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships—irrespective of size—built on or after July 1, 2002. It also applies to ships engaged on international voyages constructed before July 1, 2002, according to the following timetable:

- Passenger ships, not later than July 1, 2003;
- Tankers, not later than the first survey for safety equipment on or after July 1, 2003;
- Ships, other than passenger ships and tankers, of 50,000 gross tonnage or more, not later than July 1, 2004;
- Ships, other than passenger ships and tankers, of 10,000 gross tonnage and upwards but less than 50,000 gross tonnage, not later than July 1, 2005;
- Ships, other than passenger ships and tankers, of 3,000 gross tonnage and higher but less than 10,000 gross tonnage, not later than July 1, 2006;
- Ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3,000 gross tonnage, not later than July 1, 2007.

Vessels that are not engaged on international voyages, constructed

before July 1, 2002, will have to fit AIS not later than July 1, 2008. A flag state may exempt ships from carrying AIS when ships are scheduled to permanently go out of service within two years after the implementation date.

Performance standards for AIS were adopted in 1998. The new regulation requires that AIS shall:

- Provide information—including the ship's identity, type, position, course, speed, navigational status and other safety-related information—automatically to appropriately equipped shore stations, other ships and aircraft.
- Receive automatically such information from similarly fitted ships.
- Monitor and track ships.
- Exchange data with shore-based facilities.

### ECDIS

The new Chapter V also allows an electronic chart display and information system (ECDIS) to be accepted as meeting the chart carriage requirements of the regulation. The regulation requires all ships, irrespective of size, to carry nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage.

Ships also must carry backup arrangements if electronic charts are used either fully or partially.



# ATTENTION: SEAFARERS

# Sign Up



FRONT



BACK

## For Your SPAD Pin . . .

## and Hat . . .

## and T-Shirt!



FRONT



BACK



FRONT



BACK

Please note that these items include the colors blue, yellow, red and black.

For the U.S.-flag fleet, political action is essential. The maritime industry long has been among the most heavily regulated in the nation. Accordingly, the SIU is aggressive when it comes to promoting the U.S. Merchant Marine – not only on Capitol Hill, but also at the state and local levels.

Grassroots activities have always been an important tool in the union's arsenal. For the last 40 years, another key instrument has been the union's voluntary political action fund: the Seafarers Political Activity Donation, better known as SPAD.

This month, the union kicks off a new SPAD promotion that is intended to boost the voluntary fund while also rewarding Seafarers for their participation. Details appear elsewhere on this page. Please note that all members may participate, including those who were in the NMU at the time of the merger last year.

"Overall, the membership does a great job recognizing SPAD's importance and participating in the program," noted SIU Sec.-Treasurer David Heindel, who chairs the fund. "No question, we're introducing this new promotion in the hopes of encouraging even stronger participation, because our fight to maintain and revitalize the U.S.-flag fleet doesn't end. But, it's just as much a goodwill gesture—an acknowledgement of the membership's political awareness and support."

As part of the message, the union recently conducted a mail-in contest to come up with a new catch-phrase that signifies the importance of SPAD to the membership. The new slogan, intended to be similar in sentiment to the venerable "Politics is Porkchops," will be printed on T-shirts available through the SPAD check-off authorization program.

Response to the contest was quite strong. Thornton Elliott Jr. of Savannah, Ga. won the competition with his entry of "It takes a four-letter word to be heard." Congratulations to Brother Elliott, and thanks to all who submitted entries.



## GET YOURS!

Signing up for the new SPAD promotion is easy. From August 1, 2002 through July 31, 2003, anyone who contributes to the fund through a check-off authorization found on the vacation application (and also available beginning this month at the union halls) will receive the following items:

Authorized contribution amount	Item(s)
\$0.50 per day	SPAD lapel pin
\$1.00 per day	SPAD T-shirt (and lapel pin)
\$1.50 or more per day	SPAD baseball cap (plus the T-shirt and pin)

Please note that in addition to those items, a new, high-quality SPAD jacket is available to members who make a one-time donation in addition to their check-off authorization. More details about the jacket will be published in next month's *Seafarers LOG*.

## FAQ

- Q: How long will this promotion last?  
A: One year, beginning August 1, 2002.
- Q: When will I receive my SPAD item(s)?  
A: Items will be mailed weekly from headquarters, via parcel post. The "trigger" for a member to receive his or her SPAD item(s) is simply filing for a vacation check. Of course, the member must have authorized a SPAD contribution of at least 50 cents per day to be eligible for this promotion.
- Q: Are the items available for purchase?  
A: The pin, shirt and hat are only available through the check-off authorization promo. The jacket only is available through a one-time contribution that's in addition to a check-off authorization.
- Q: If I authorize \$1.50 or more, will I receive all three items?  
A: Yes.
- Q: Let's say I authorize a contribution of amount of \$1. If I file for two vacation checks during the next year, will I receive two pins and two T-shirts?  
A: Yes. Please note that there's only a single version of each item (pin, shirt, hat, jacket), so you would receive (in this example) two identical pins and two identical shirts.
- Q: How will you know my T-shirt size?  
A: Beginning this month, flyers will be available at the halls that include sample images of the SPAD products, a copy of the check-off form (the same one that's already on the vacation application) and a space in which to indicate your T-shirt size as well as jacket size.
- Q: How can I make sure the union has my current address on file?  
A: The vacation application includes space for your current address. Also, the leaflets will include a form for updating your address.
- Q: I already have a check-off authorization on file. Do I need to fill out another one in order to qualify for the merchandise?  
A: No. When a member with an authorization on file applies for vacation benefits during this program, he or she is entitled to an item or items based on the amount of the already authorized contribution. However, Seafarers may change the amount authorized.

For more information, write to SPAD at 5201 Auth Way, Camp Springs, MD 20746, or call the office of the secretary-treasurer at (301) 899-0675.



# SIU, MSC Agree on Labor Relations Strategy

After a year of negotiations, the union's Government Services Division, with support from its CIVMARS members, has reached an agreement with the U.S. Military Sealift Command about how the parties will proceed with several key labor relations issues—including the negotiation of the collective bargaining agreement and the CMPI (Civil Mariner Personnel Instructions, the agency's workplace instructions and guidance).

After the merger between the SIU and NMU in June 2001, the union contacted MSC to discuss certain labor relations issues that affected the status of the merged union and the west and east coast employee units. The union wanted to file a petition before the Federal Labor Relations Authority (FLRA) to reflect the change in the status of the newly merged union. The union also requested that MSC begin negotiating a new contract which would cover east and west coast unlicensed CIVMARS. The union's major goal was to secure one contract and bring wage parity to employees on the east and west coasts.

At the beginning of the discus-

sions, MSC took the position that the Afloat Personnel Management Center, the human resource division of MSC, was the employer of CIVMARS. MSC also wanted to finish all CMPI negotiations prior to any collective bargaining discussions. For many months the parties were deadlocked in their respective positions, and all issues remained on hold.

In June 2002, after persistent efforts and continual contacts with MSC, the union achieved its goals. Several APMC representatives worked diligently with union representatives Chet Wheeler and Kate Hunt to achieve resolution of these outstanding issues. This agreement lays the foundation for significant changes for MSC employees.

Based upon the months of negotiations leading up to this pact, the union is hopeful that the parties will continue working together to accomplish the negotiation and implementation of wage parity for all CIVMARS. These talks will take many months to complete, but the union is confident that its negotiators will achieve fair agreements on a contract and the CMPI with positive

results for the CIVMARS.

A brief summary of the agreement follows. It was established that MSC would be designated as the employer on the FLRA petition. This means the union will receive recognition at the MSC headquarters level and will be able to discuss policy issues at command headquarters. Day-to-day matters and disciplinary matters will be worked out with the APMC staff as it is currently done. For disciplinary grievances, APMC will be the final step decision maker, prior to taking the grievance to arbitration, if necessary.

MSC also agreed to work with the union to file a joint petition before the FLRA asking the authority to recognize the merged union as the exclusive bargaining representative for MSC employees.

Another goal of the petition process is to consolidate the east and west coast units into one unit. MSC also agreed to negotiate certain collective-bargaining subjects that the union considers most important at the same time the parties are negotiating the CMPI.

The agreement ensures that, when wage parity is implemented, no mariner will receive a lower base pay as a result of implementing wage parity for all CIV-

MARS. A mariner will receive the higher rate of pay for the position in which he or she sails for the ship class to which he or she is assigned. If a higher rate of pay exists for a position on the west coast, the east coast mariner will receive the increase. The same will be true if the east coast position is paid at a higher base pay wage rate. Once wage parity has been achieved, MSC will implement an "any ship, any ocean" policy. As is currently done in the private sector, CIVMARS will receive assignments to ships sailing from either coast to any destination.

For employees who serve as West Coast supply officers and junior supply officers, the union will seek to represent these employees through the appropriate FLRA procedures.

The parties have targeted early fall to begin collective bargaining negotiations and continue CMPI negotiations. A final phase of collective bargaining negotiations will take place after the CMPI negotiations are finished.

The union's Government Services Division representatives have been working carefully to develop comprehensive bargaining proposals. If you have suggestions concerning proposals, please contact your ship's delegate, who

should forward them to the union.

With the signing of this agreement and the eventual consolidation of the two MSC bargaining units, the union has achieved several significant goals. The LOG will publish frequent updates to advise CIVMARS about the negotiations and the FLRA petition process.

Most importantly, for the first time in MSC history there will be one union representing the unlicensed employees. The SIU, supported by the strength of its membership, will be able to speak with a single voice, one that will effectively represent and protect the interests of all unlicensed CIVMARS.

## Correction

The names of SIU Exec. VP John Fay and SIU VP Gulf Coast Dean Corgy should have been included in a front-page photo caption in last month's issue concerning the christening of the new tug *Sea Reliance* and its accompanying double-hulled barge 550-1.

## ITF Wins Trico Case

The International Transport Workers' Federation (ITF) has claimed victory in the case brought against it by Trico. The offshore services provider recently dropped the entire legal case against the global union federation on the second day of a preliminary hearing for an injunction at the High Court in London, even before the ITF had begun its defense.

Trico had alleged that the ITF's international solidarity campaign to support efforts by U.S. unions (including the SIU) to protect workers' rights to choose union representation at Trico amounted to a conspiracy to damage its interests by unlawful action. The ITF strongly refuted this and agreed to circulate a statement of its existing policy on international solidarity action to all its affiliates and to the International Chemical Energy and Mineworkers' Federation (ICEM), its sister global union federation, which has also been actively involved in the Trico campaign.

David Cockroft, ITF general secretary, stated, "I said at the beginning that this court action involved fundamental issues of principle about international solidarity action and freedom of expression, and I am pleased that Trico has seen sense and decided to drop the action. I'm only sorry that Trico didn't talk to us before, when we were making repeated invitations to begin a dialogue. They could have had this statement at any time and saved us all a lot of time and bother. This circular reiterates what anyone who knows us knows has been our policy all along."

## Seafarers Rally With Gulf Mariners

Continued from page 2

**douawongobou, John Wozunk, Joe Gallo, Mike Joel, Carlton Hall, Victor Mondeci, Wilfredo Rodriguez and Abraham Daif.**

As reported earlier in the LOG, members of the Senate Health, Education, Labor and Pensions Committee on June 20 heard testimony about the obstacles facing workers in South Louisiana who want to form labor unions. Capt. Eric J. Vizier of Lafourche, Parish, La., was

one of several Gulf mariners to address the body.

"Come to South Louisiana. Talk to the parties involved. Together, let's figure out a way that mariners in South Louisiana can win their rights—their rights to freedom of association and freedom of speech. Mariners in the Gulf of Mexico need a union to improve working conditions on the boats and to allow for a better quality of life at home," he told the committee.



Steward Assistant Wardel Paze, (right), AB Mohammed Adams and AB James Wilkerson were among the Seafarers who turned out June 13 in New Orleans to support Trico employees in their quest to gain union representation.

# SIU Contract News Includes New Pact for Sealift Tankers

A flurry of activity involving agreements with SIU-contracted companies has taken place during the last month. Following is a summary of this activity as provided by the office of SIU Vice President Contracts Augie Tellez.

## Sealift Tankers

Sealift has been awarded a five-year contract by the U.S. Navy's Military Sealift Command (MSC) for the operation of the *Capt. Stephen Bennett* and the *American Merlin*. The agreement calls for a 5 percent across-the-board increase in the first year, enrollment in the top-level Plan G medical benefits and an increase in the vacation benefit (to 15 for 30 days, effective at the contract's second anniversary).

## Maersk Lines

In accordance with various memorandums of understanding that are in effect between the union and Maersk Lines, Ltd., some Seafarers employed by the company received a 3 percent boost in wages, overtime, vacation benefits and the Seafarers Money Purchase Plan benefit as of July 1. The gains apply to members aboard Maersk vessels enrolled with the military prepositioning ship program and the U.S. Maritime Security Program, as well as the Alaska and Arizona.

## Waterman Steamship Corp.

Members sailing aboard the *Green Dale* are in line for new benefits in their Seafarers Money Purchase Plan. Under negotiations recently completed, contributions equal to 5 percent of employees' wages will be paid.

In addition, employees will be enrolled in the premier Plan G medical benefits plan. The vacation benefit—retroactive to Jan. 1—has gone from 10 for 30 to 14 for 30. Finally, members aboard the *Green Dale* will receive annual wage and wage-related item increases ranging between 1½ to 4 percent.

## Matson

Increases in wages, overtime and vacation benefits are among the highlights of a new three-year agreement that tentatively has been reached for members employed by Matson Navigation.

Freightship increases for all wage-related items

in the first year of the agreement will be 3 percent. A 3.25 percent raise will be realized during the second year and a 3.25 percent hike is in place for year three.

Members working on the *Moku Pahu* will receive increases for all wage-related items at an annual rate of 4 percent. Members on all Matson vessels will receive increases each year to their Seafarers Money Purchase Plan Benefit and one extra vacation day effective Jan. 1, 2002; July 1, 2003; and July 1, 2004.

Also included in the pact, for the first time, is the observance of Kamehameha Day. This brings the total number of holidays to 11. Finally, starting July 1, 2003, members will receive health and benefits at premier Level G.

Another gain for the SIU is a provision in the agreement that gives members of the unlicensed crew the means necessary to send and receive correspondence. Each will be given personal e-mail accounts at no charge.

## Intrepid Personnel & Provisioning

A tentative three-year agreement has been reached with Intrepid Personnel & Provisioning involving Seafarers aboard the *Blue Ridge* and *Coast Range*. The pact calls for first year wage and wage-related item increases as follows: Group I—increase by 5 percent; Group II—increase by 4 percent; and Group III—increase by 3 percent.

Wage and wage-related items would be increased by 3 percent across the board during years two and three. Additionally, the tentative agreement calls for increases in vacation benefits to 16 days for each 30 days worked in the first year and an increased Seafarers Health and Benefits Plan level to Level G in the second year.

## Marine Transport Lines

A new three-year agreement has been negotiated with Marine Transport Lines. The pact—which involves Seafarers who work aboard Lykes Pacific Class Ships—is retroactive to Jan. 1 and runs through December 2005. Included in the new contract are 2.25 percent wage increases each Jan. 1 and the addition of a vacation day that brings the total to 15 for 30. The increase in the vacation benefit became effective June 16, 2002.



# Seafarers Keep Global Link Primed for Next Operation

When the *Global Link* first entered service, the SIU-crewed cable ship wasted no time distinguishing itself.

A little more than 20 years ago, the *Global Link* finished its maiden voyage at Southampton, England after sailing through snow squalls and rough seas in the North Atlantic. Along the way, the vessel completed what then was the longest, fastest single installation of transoceanic communications cable (3,500 miles of cable in 21 days).

Today, after nearly countless missions spanning the past two decades, the ship remains in prime condition, thanks in large part to the reliable work of SIU members. Seafarers perform all kinds of maintenance aboard the *Global Link* while the vessel awaits its next assignment; and they sail aboard the ship when it sets out for an installation or repair job.

Operated by Transoceanic Cable Ship Company, the *Global Link* is equipped with two cable engines—one in the bow and one in the stern—and can haul more than 6,000 metric tons of fiber-optic cable.

The photos on this page were taken July 11 in Baltimore.

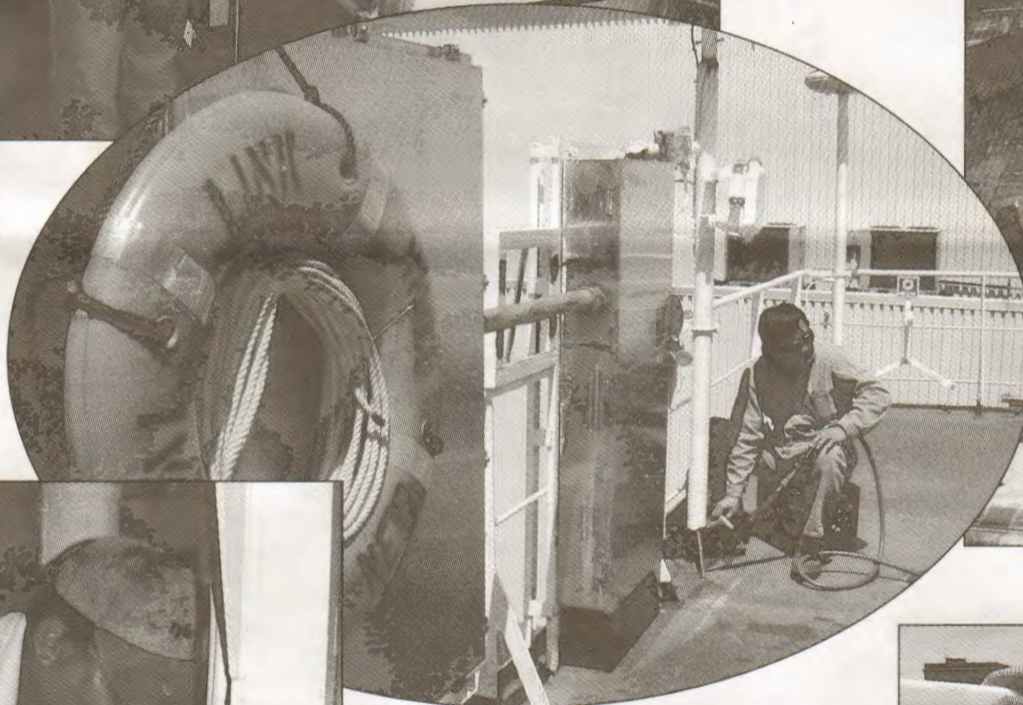


Part of the vessel's cable-dispensing gear is visible at the bow.



Above: Chief Steward Florie Farquhar cleans up after lunch by loading plates and mugs into a dishwasher.

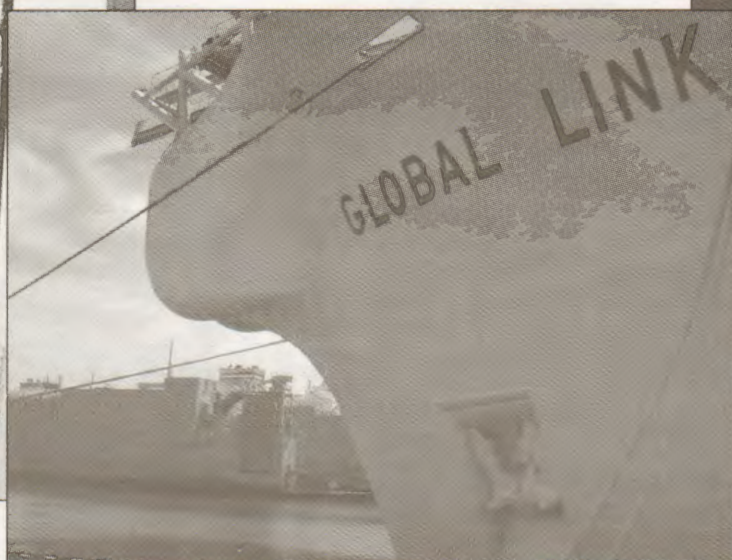
Right: Cook/Baker Joel Ramos sets out pastries for the crew.



Above: AB Nastor Agcaouli uses a paint chipper on the ship's upper deck aft.



OMU Alfredo Mendoza replaces fittings on hydraulic and cooling systems for the drums.



The *Global Link* recently was docked in Baltimore near another Seafarers-crewed vessel—the *Cape Washington*—seen across the channel.

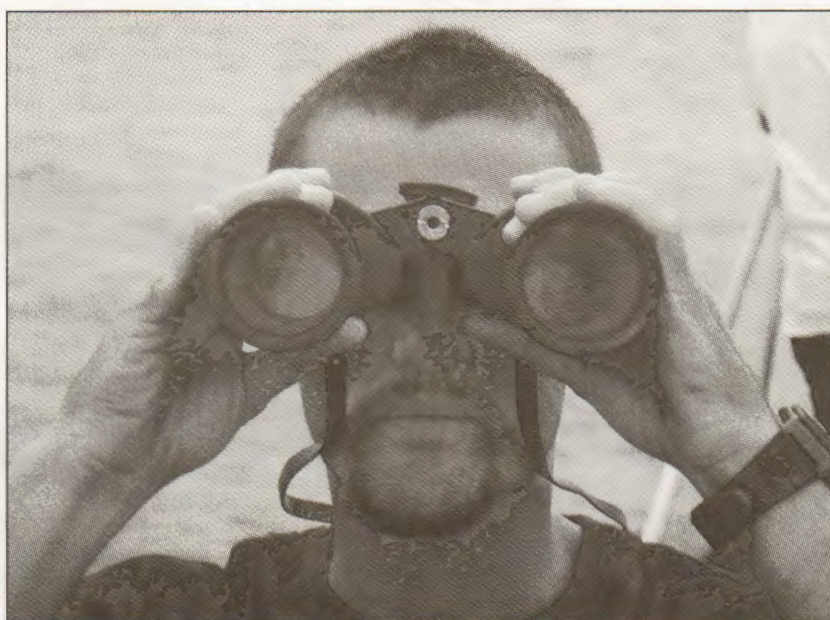


OS Henry Becodo takes to the task of repainting the rails on the *Global Link*.



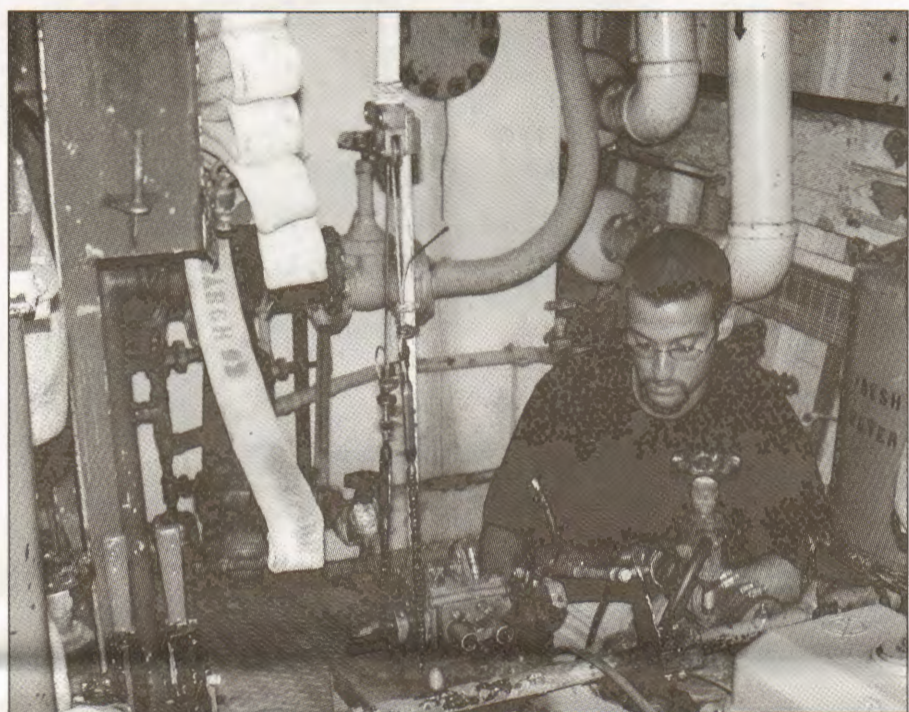


Left: Andrzej Bronkowski gets hands-on experience steering the vessel while instructors Bill Saul and Stacy Harris plot the course.



Right: Harry Borden practices the lookout part of the OS course. This training will help enable him to stand watch as an ordinary seaman.

## Special OS Course: Springboard to AB Upgrading



Harry Borden takes an interest in the workings of the engine room during his OS training.

The Paul Hall Center for Maritime Training and Education offers an especially useful course for deck department mariners who need to comply with the "Ratings Forming Part of a Navigational Watch" requirement of the amended STCW convention.

Approved by the U.S. Coast Guard, the school's 70-hour Specially Trained Ordinary Seaman class meets the requirements of the U.S. Code of Federal Regulations [specifically, 46 CFR 12.05.3(c)] and STCW 95 (STCW Table A-II/4). It is designed to prepare students for the challenging studies they can expect in the AB class.

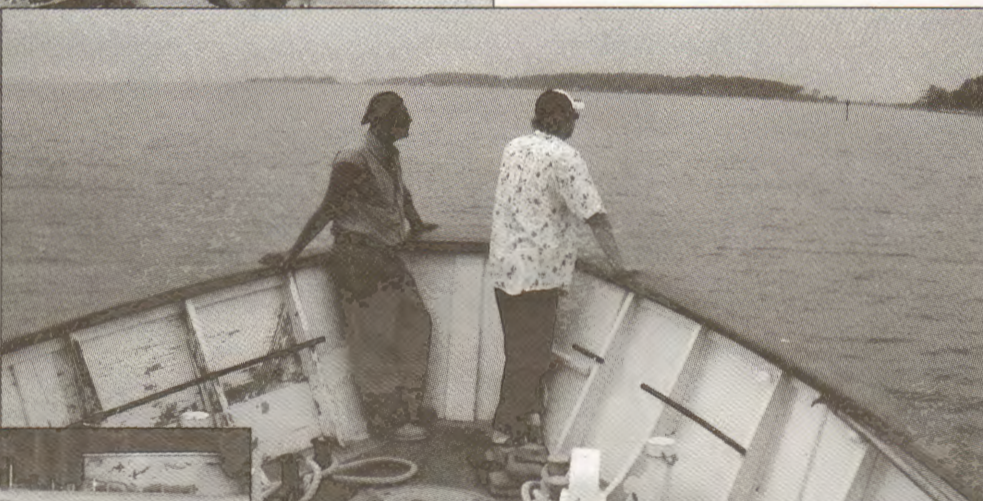
The OS course covers all relevant aspects of deck-related equipment. Each student is assessed in the following areas: marlinespike seamanship, helmsman, anchoring, mooring and lookout. Assessments take place aboard the training vessel *Osprey* and in the bridge simulator.

With the specially trained OS endorsement, the mariner is eligible to stand watch as an ordinary, provided he or she also has evidence of at least six months' sea time. Once the specially trained OS class is completed, the mariner must sail for 60 days before becoming eligible to upgrade to AB.

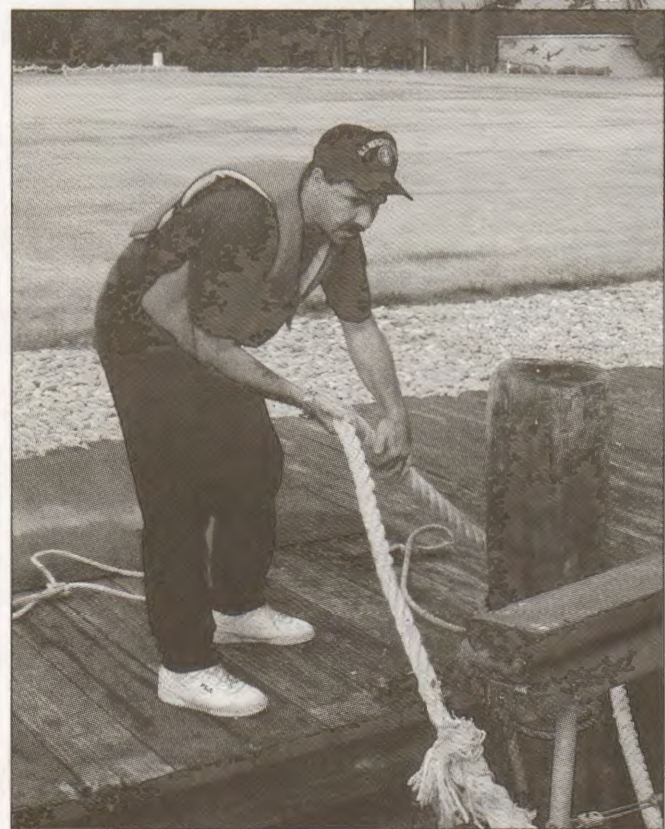
The Paul Hall Center is located in Piney Point, Md. For a list of upcoming classes and for contact information, see page 21.



Instructor Stacy Harris charts a course for the students in the OS class to follow.



Nasser Hafid (left) and Steve Pahlkötter gain experience in standing watch.



Anthony Lito gets practice tying and untying a line.



Right: Robert Odmark works on his knot-tying skills, including the star knot (above).





# Sailing on the Lummus



The 1st Lt. Jack Lummus, an SIU crewed vessel operated by American Overseas Marine (AMSEA) for the U.S. Military Sealift Command (MSC), is prepositioned in Guam and Saipan. The ship carries a full range of Marine Corps cargo—enough equipment to support an air ground task force for 30 days—and includes lift-on/lift-off as well as roll-on/roll-off capabilities. It was named after 1st Lt. Jack Lummus, who posthumously earned a Medal of Honor for his heroic actions on Iwo Jima in 1945.

Always at the ready, crew members aboard the Lummus participate in a fire and life boat drill.



Cook/Baker Evelyn Tayag is flanked by fellow crew members SA Moosa Mohamed (left) and AB Wayne Green Jr.



Rere Paiti, SA on the MSC vessel, helps set up the lunch-time salad bar.



Above, Pilot David Todd stands on board the tug *Mariette* at the Material Service Corporation Tug Dock in Morris, Ill. At right, SIU Rep Lonnie Partridge (left) and OS/Deck Engineer Steve Nemeth look over the galley of the Hannah Marine tug *Mary Page* in Chicago.



Pilot/Delegate Lynn Tedford sits in the pilothouse of the tug *Mariette*.

## With Our Members On the Great Lakes



Attending a union meeting, held in the galley of the tug *Mariette*, are (from left) Deckhand Ron Walters, Pilot James Ferguson and Pilot David Todd.



Seafarers read union material on board the Hannah Marine tug *Hannah D. Hannah* in Chicago. From the left are OS/Deck Engineer/Delegate Gerald Karl, OS/Deck Engineer John Macari and SIU Rep Todd Brdak.

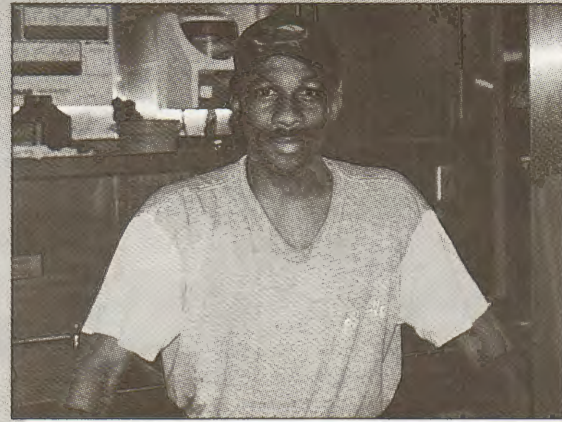


Deckhands (from left) Bryan Roudis, Joseph Todd and Travis Pursell take part in the union meeting held aboard the tug *Mariette*.





Photo by Ed McDonnell



GVA Fredy Melendez

## Aboard the USNS Stockham in Diego Garcia

The SIU-crewed *USNS Fred W. Stockham*, currently prepositioned in Diego Garcia in the Indian Ocean, is operated by American Overseas Marine Corp. (AMSEA) for the U.S. Military Sealift Command (MSC)

Formerly named the *USNS Soderman*, the 906-foot vessel carries Marine Corps and Navy tactical equipment and supplies and is on stand-by alert, ready to sail at a moment's notice to provide the necessary materiel needed by American military ground forces in times of rapid deployment.

Like many other MSC prepositioning ships, the *Stockham* is named in honor of a Medal of Honor recipient. Marine Gunnery Sgt. Fred W. Stockham posthumously was awarded the medal for his heroic actions in France during World War I.

The vessel was christened in July 2001 in Jacksonville, Fla.



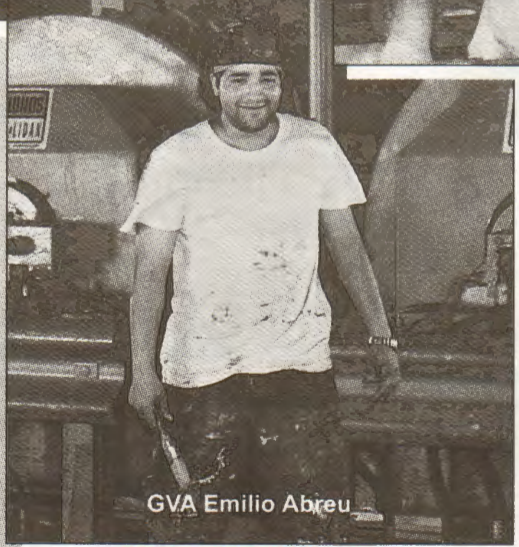
Chief Steward Sergio Castellanos



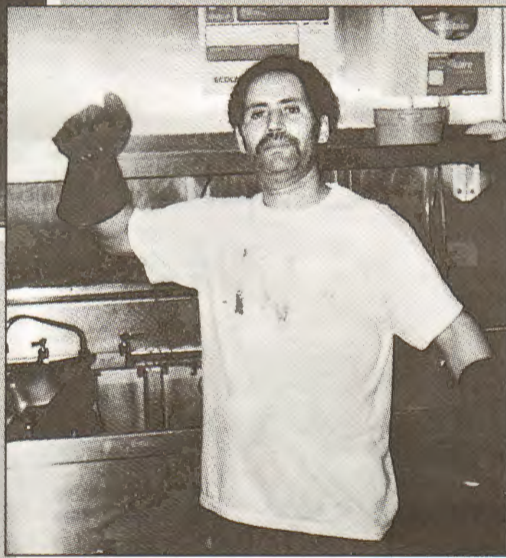
Chief Steward Mary Chris Littel



GVA Anthony Sablan (left) and AB Abdul Gharama



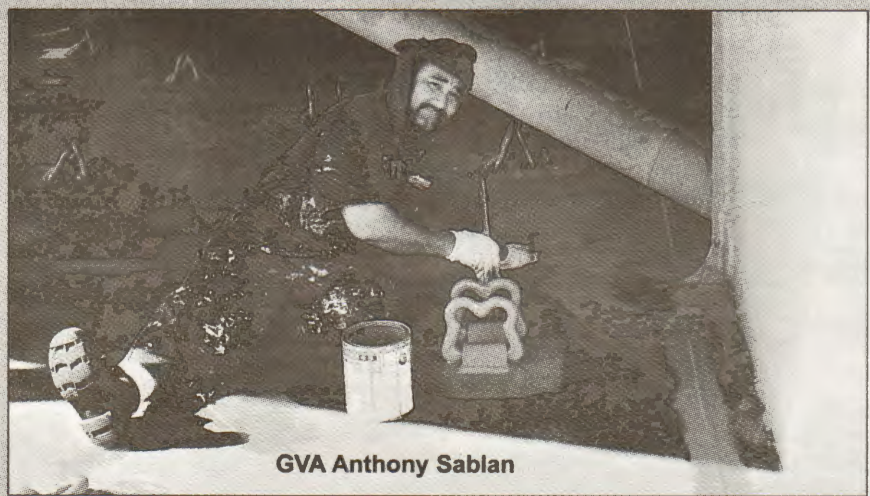
GVA Emilio Abreu



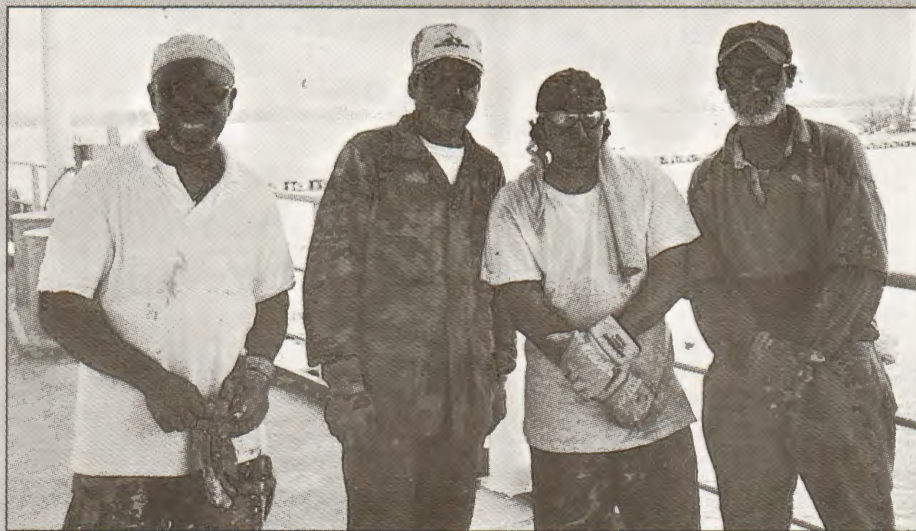
GVA Abdo Ashariki



GVA Edison Rodriguez



GVA Anthony Sablan



AB Rudy Johnson, AB Enrique Crespo, GVA Emilio Abreu and AB Abdul Gharama




# SAFE & SOUND



Unlicensed Apprentice Justin Bowe deftly slashes wires aboard the *Kenai*.

## Alaska Tanker Company Earns Accolades For Reliable Service

**THE ALASKA LEGISLATURE**



\* HONORING \*


\* ALASKA TANKER COMPANY, LLC \*

The Twenty-second Alaska State Legislature recognizes and congratulates the Alaska Tanker Company for being the first U.S. flagged seagoing shipping company to achieve Safety, Quality and Environmental Certification and accredited International Standards organization 14001 Certification.

The Alaska Tanker Company is based in Beaverton, Oregon and operates in Alaskan waters. The Company recently achieved Safety, Quality and Environmental (SQE) Certification, including accredited international standards organization (ISO) 14001 certification. The certification was received from ABS Americas. This accomplishment makes Alaska Tanker Company the first United States-flag, seagoing shipping company to attain Safety, Quality and Environmental and International Standards Organization 14001 Certification.

Alaska Tanker Company was founded in 1999 and is a joint operating company for British Petroleum Shipping Company, USA, Keystone Alaska and OSG Ship Management Inc. It manages a fleet of 10 U.S.-flagged tankers, which operate primarily in the Alaska-to-West-Coast trade.

The Members of the Twenty-second Alaska State Legislature wish to extend our thanks and appreciation to Alaska Tanker President, Anil Mathur; Captain John Ripberger, Chief Operating Officer; Bruce Benn, Chief Commercial Officer; Captain John Lawrence, Team Leader and the crew who helped to accomplish SQE and ISO 14001 Certification and deliver Alaska Crude to the lower 48 at a level of safety and environmental quality that is certified to be the best in the world.



*Brian Porter*  
BRIAN PORTER  
SPEAKER OF THE HOUSE

*Richard Halford*  
RICHARD HALFORD  
PRESIDENT OF THE SENATE

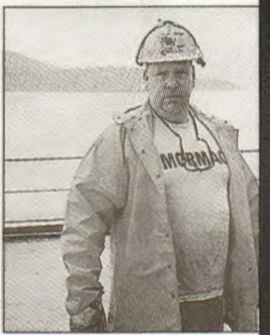
*John Harris*  
JOHN HARRIS  
PREMIER SPOKESMAN

Date: April 15, 2002

Cosponsors: Representatives Perini, Buckenholz, Bonds, Chiswell, Cross, Coghill, Crowder, O'Neil, Davis, Dymally, Green, O'Brien, Hagan, Hironaka, Jones, Jurek, Kaplan, Kertulis, Koberg, Kurt, Lonsdale, Mack, McCarthy, Meyer, Neuman, Nishida, Nordmark, Ogan, Pataki, Sorenson, Williams, Wilson; Senators Lisciani, Yalof, Lamm, Wilton, Olson, Davis, Anderson, Kelly, Taylor, Green, Brown, Hoffman, Egan, Phillips, Conboy



SIU Tacoma Port Agent Bryan Powell (far right) and Patrolman Tré Dixon (second from left) joined Bosun Al Caulder (front), Steward Pat Sloan (center) and Capt. Earl Sheesly aboard the *Prince William Sound* in Ferndale, Wash. earlier this summer to discuss new STCW requirements and increased port security and safety guidelines.



AB Dan Lovely (pictured the *Kenai*) and other farers have helped the fleet build a strong record.







SIU-contracted Alaska Tanker Company (ATC), fresh off receiving formal congratulations from the Alaska State Legislature for its outstanding safety and environmental record, last month accepted another well-earned honor.

ATC received the State of Washington Department of Ecology's prestigious Exceptional Compliance Program (ECOPRO) Award "for excellence in marine safety and environmental stewardship." The awards ceremony took place July 23 in Tacoma, Wash.

In announcing ATC's selection, the department pointed out that the Exceptional Compliance Program "is for companies that want to go even further than basic compliance with Washington's stringent marine safety laws. Companies that receive this award are operating their tank ships at what we believe is the highest level of marine safety in the world today. ATC is only the second company to ever earn this award. The vessel crews, shore-side support staff and management team of ATC have put a great deal of time and effort into earning this award."

ATC—which readily credits both the SIU and the Paul Hall Center for Maritime Training and Education as sharing in its success—began operating in April 1999. The Beaverton, Ore.-based company manages a fleet of 10 SIU crewed tankers, operating mainly between Alaska and the West Coast. The

vessels primarily deliver Alaska North Slope crude oil to refineries. Those ships are the *BT Alaska*, *Denali*, *Marine Columbia*, *Overseas Boston*, *Kenai*, *Prince William Sound*, *Tonsina*, *Overseas Chicago*, *Overseas New York* and *Overseas Washington*.

Additionally, ATC two years ago ordered new "Alaska class" tankers that will help offset the government-mandated scrapping dates for some of its current fleet. The four new double-hulled tankers have staggered delivery dates, starting in November 2003 and ending in July 2006. The ships are being built at San Diego's NASSCO Shipyard. Each will be 941 feet in length, with a capacity for 1.3 million barrels and a design life of 35-50 years.

ATC CEO Anil Mathur said his company's emphasis on safety goes much deeper than statistics. "It should be unacceptable that companies engage in commerce and hurt their own people to make money. Beyond all the safety statistics, it is the well-being of individuals and their ability to work for a living that is delivered by a safety culture," he stated.

"This requires a relentless focus on the details of the work to be executed, and an environment where cutting corners is an unacceptable way of executing tasks," Mathur continued. "I am proud of all the ATC employees who bring such a work ethic to life, and deliver our motto: Quality service with no accidents, no harm to people, and no damage to the environment."

Since its start, ATC has delivered more than 400 million barrels of Alaska North Slope crude. Along the way, the company has amassed an impressive safety record.

For example, lost-time injuries—nominal from the beginning—have steadily decreased. Last year the company averaged a more-than-respectable 0.42 injuries per

200,000 man hours. This year, they haven't had a single lost-time injury.

Additionally, eight of the 10 ships have gone at least 500 days without a lost-time injury, and the other two have gone more than 200 and 100 days, respectively.

ATC has a similarly worthy record of spill-free operations. The *Kenai* leads the list, having gone more than 2,700 days without a spill.

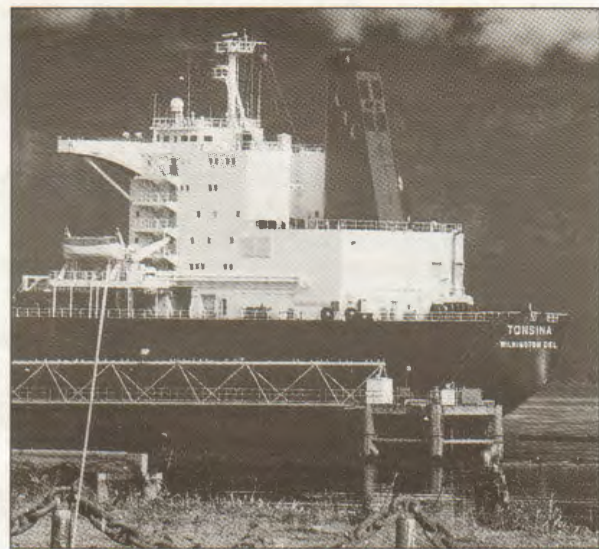
Part of the company's accomplishment is linked to safety training its crews have completed at the Paul Hall Center, based in Piney Point, Md. When contacted for this story, ATC officials quickly cited the school's oil spill prevention and containment course, along with fire fighting and other safety classes, as invaluable.

They also credited the SIU for being "a tough but fair counterpart across the bargaining table, and a very capable ally in the fight to revitalize the U.S.-flag fleet."

Meanwhile, the company keeps adding to its credentials. As noted on the citation from the Alaska Legislature, ATC now has earned quality certifications in the International Safety Management Code, International Standards Organization (ISO) 9001 and ISO 14001, in addition to receiving the ECOPRO award. Each reflects a commendable record and effective preparedness when it comes to safety and the environment.

Moreover, ATC is the first U.S.-flag seagoing company to achieve the ISO 14001 certification.

Altogether, ATC's efforts have helped achieve continuous improvements in its health, safety and environmental (HSE) performance rating, an important grading system for operators in the Alaskan North Slope trade route.



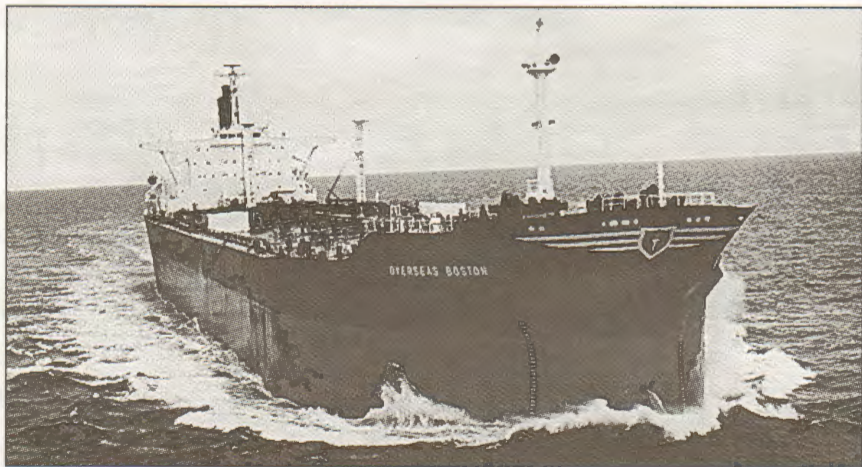
The *Tonsina* is one of 10 SIU crewed ATC ships.



AB Tawnia Stucker confidently approaches her task aboard the *Kenai*.



An ATC riding gang member straddles a pipe during maintenance operations aboard the *Overseas New York* in Cherry Point, Wash.



The *Overseas Boston* (left) and *Denali* (right) already sail with SIU crews. Meanwhile, new "Alaska class," double hull tankers (like the one depicted below) are on the way.





## Letter to the Editor

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

### Bosun Moore Commends Apprentice's Great Start

This is to congratulate and recognize the extraordinary accomplishment of a first-trip apprentice, Angelina Willoughby. I've been a bosun for more than 40 years. With the tools and knowledge you gain at the Paul Hall Center, a first-trip apprentice



Bosun Moore (right) says UA Willoughby did a fine job on her first trip.

has a great shot to qualify as an able-bodied seaman.

It has been my pleasure knowing Angelina Willoughby in my department. I request that this letter be put in the *Seafarers LOG* to encourage other students from the Paul Hall Center that if they apply themselves while in school, it really works.

Ralph Moore  
Recertified Bosun  
SeaLand Florida

### Merchant Mariners Deserve Recognition

Why is it that on Veterans Day and during ceremonies honoring veterans that I never hear anything about the U.S. Merchant Marine? I hear about each branch of service, including the U.S. Coast Guard, but never the merchant marine.

My dad sailed as a merchant mariner from 1920 until 1965. He was an SIU member from the time the union formed in the late 1930s. He sailed the entire World War II in enemy waters, often without any anti-aircraft guns or any defense from the German U-boats. He often told me stories of

the convoys that he sailed in.

All of those men were volunteers. The ships my father sailed on carried ammunition and supplies and (sometimes) troops into battle. The U.S. Merchant Marine lost more men than any branch of service, percentage-wise. Without the merchant seaman, the U.S. would have lost a lot of battles and a lot more men.

In the late 1960s I also joined the U.S. Merchant Marine. Somewhere in my papers I have a card showing me as a graduate of Piney Point—Class No. 2, I think it was. The ships I sailed took supplies and ammunition to every port in Vietnam. In the early 1970s I volunteered for the U.S. Marine Corps to do my part for my country. People have said "thank you" for being a Marine, but have never said anything about being a merchant mariner.

Something is wrong with this scenario and we need to change it. My dad is no longer alive; before all of the World War II merchant seamen are gone, they deserve a thank you.

Walter Cook  
Petal, Miss.

p.s. To pour salt in the wound, whenever a merchant ship was sunk during World War II, the crew's pay was stopped immediately.

## 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.

## Reprint of Article on Armed Pirates

Editor's note: Phil Rosenstein, who retired from the maritime industry in 1985, has been dredging up memories as he goes through his old scrapbooks. The *Seafarers LOG* has been the fortunate recipient of many of the photos and recollections from his 40 years of seafaring life (in both the NMU and the MM&P).

Rosenstein, who turned 77 last month, now relaxes at home with his wife in Corpus Christi, Texas, where he also claims to be a bit of a political activist.

This article was originally published in the *NMU Pilot* in June 1966 when he was a bosun on the *SS Boise Victory*. Rosenstein notes that back then, the pirates of Subic Bay were after paint and mooring lines, which usually were stowed in an aft locker. They brought bolt cutters to cut the padlocks and could

clean out a paint locker in about three minutes. Nowadays, he notes, pirates are well-armed and come in speedboats.

Some photos from Rosenstein's collection may be found in the "Pics-from-the-Past" section on page 16.

**SS BOISE VICTORY,** June 3—Our crew has been on a constant 24-hour alert—while in Subic Bay in the Philippines—on the lookout for pirates. It's true, pirates.

A well-organized band of pirates roam the waters as ships loaded with vital supplies lie at anchor in Subic Bay awaiting orders to proceed to South Vietnam. The vessels are anchored at the far end of the bay and get little protection from the U.S. Navy or from MSTs.

The pirates are well organized

and board the vessels by means of long ropes with hooks on one end. The hooks are padded to muffle the sound as they are tossed up and hooked on the railing of the ship. The ropes are knotted at intervals for easy climbing.

We placed four sailors on watch around the clock. On several occasions, groups of pirates armed with knives and clubs were discovered climbing aboard and were driven off. On many vessels, seamen reported the loss of some supplies and personal property. The authorities have been notified, but the robberies still continue.

I am bringing home two hooks taken from the pirates along with a copy of our log entry to be placed in the Corpus Christi Museum to prove that the days of piracy at sea still exist.

## Are You Receiving All Your Important Mail?

In order to 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

### HOME ADDRESS FORM (Please Print)

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

Phone No.: ( ) \_\_\_\_\_

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

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

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

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

8/02



# Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2002

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
<b>DECK DEPARTMENT</b>										
Algonac	1	2	1	0	2	0	2	2	0	3
Baltimore	3	4	1	3	2	1	1	10	4	3
Guam	1	1	0	0	1	0	0	1	3	3
Honolulu	5	12	1	6	7	0	2	17	20	3
Houston	30	10	15	22	13	4	11	47	12	31
Jacksonville	41	23	13	24	18	8	23	75	45	27
Mobile	16	6	4	10	10	1	2	20	10	11
New Orleans	22	15	11	24	3	3	5	34	30	22
New York	30	13	12	17	6	8	9	59	25	33
Norfolk	13	18	8	9	12	5	3	30	32	17
Philadelphia	3	6	1	0	2	0	1	11	7	3
Piney Point	2	1	1	2	1	1	0	2	7	3
Puerto Rico	10	7	1	6	4	1	6	18	11	2
San Francisco	20	5	2	18	9	3	8	40	6	6
St. Louis	0	1	2	0	2	4	0	3	2	4
Tacoma	39	13	11	28	14	2	13	59	22	24
Wilmington	22	15	11	11	9	6	9	48	27	30
<b>Totals</b>	<b>258</b>	<b>152</b>	<b>95</b>	<b>180</b>	<b>115</b>	<b>47</b>	<b>95</b>	<b>476</b>	<b>263</b>	<b>225</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	4	0	0	2	0	0	1	4
Baltimore	4	5	1	3	2	0	0	6	6	2
Guam	0	1	1	0	0	2	0	0	1	1
Honolulu	5	3	4	3	3	1	0	12	6	5
Houston	16	9	4	11	8	2	4	32	14	12
Jacksonville	18	22	5	12	14	3	14	40	28	12
Mobile	8	3	0	5	1	1	0	16	8	1
New Orleans	15	9	2	8	5	0	5	18	22	6
New York	15	11	6	8	3	4	2	28	25	15
Norfolk	5	10	3	7	8	0	4	11	16	8
Philadelphia	2	1	0	3	0	1	2	6	5	0
Piney Point	5	6	0	2	1	0	1	6	9	3
Puerto Rico	6	5	0	5	1	2	3	5	6	0
San Francisco	5	5	5	7	6	2	3	15	9	7
St. Louis	0	2	0	0	0	2	0	4	2	2
Tacoma	13	13	8	9	9	4	14	24	17	11
Wilmington	7	9	8	4	4	0	2	17	17	12
<b>Totals</b>	<b>124</b>	<b>114</b>	<b>51</b>	<b>87</b>	<b>65</b>	<b>26</b>	<b>54</b>	<b>240</b>	<b>192</b>	<b>101</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	0	1	0	0	0	0	1	1	1
Baltimore	7	0	1	3	0	0	2	7	0	1
Guam	0	0	0	0	0	0	0	2	0	0
Honolulu	8	5	2	5	1	0	1	16	7	10
Houston	14	3	4	12	2	2	4	24	3	6
Jacksonville	15	2	9	15	5	3	8	32	4	18
Mobile	6	3	0	2	0	0	1	11	3	0
New Orleans	8	4	0	2	4	1	1	14	9	1
New York	15	4	1	7	4	2	4	25	7	5
Norfolk	5	9	4	6	7	2	9	17	14	8
Philadelphia	5	0	0	4	1	0	1	6	1	1
Piney Point	7	2	2	4	3	2	2	7	4	1
Puerto Rico	1	2	0	0	0	0	0	5	2	0
San Francisco	19	2	2	14	4	1	7	42	4	1
St. Louis	1	1	1	0	1	0	0	2	1	1
Tacoma	26	2	2	19	2	1	17	38	1	2
Wilmington	17	6	1	14	3	0	9	36	9	2
<b>Totals</b>	<b>154</b>	<b>45</b>	<b>30</b>	<b>107</b>	<b>37</b>	<b>14</b>	<b>66</b>	<b>285</b>	<b>70</b>	<b>58</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	0	2	0	2	0	0	1	1	4
Baltimore	0	2	2	0	1	2	0	1	4	4
Guam	0	1	2	0	0	0	0	0	5	3
Honolulu	3	14	13	3	3	0	0	12	33	56
Houston	2	8	22	3	14	6	0	7	15	43
Jacksonville	2	9	10	1	13	4	0	4	23	38
Mobile	1	8	1	0	5	1	0	2	10	5
New Orleans	0	5	12	3	7	1	0	1	10	28
New York	7	41	33	7	14	5	0	11	72	76
Norfolk	1	15	4	0	3	8	0	2	25	16
Philadelphia	0	0	2	0	0	0	0	0	3	5
Piney Point	1	4	21	0	16	10	0	4	20	26
Puerto Rico	2	3	2	1	3	1	0	5	3	4
San Francisco	6	15	10	3	13	6	0	11	25	21
St. Louis	0	1	0	0	0	0	0	0	3	0
Tacoma	6	21	19	5	15	6	0	7	34	29
Wilmington	4	7	3	3	5	5	0	9	12	15
<b>Totals</b>	<b>35</b>	<b>154</b>	<b>158</b>	<b>29</b>	<b>114</b>	<b>55</b>	<b>0</b>	<b>77</b>	<b>298</b>	<b>373</b>
<b>Totals All Departments</b>	<b>571</b>	<b>465</b>	<b>334</b>	<b>403</b>	<b>331</b>	<b>142</b>	<b>215</b>	<b>1,078</b>	<b>823</b>	<b>757</b>

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

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

## September & October 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Tuesday: September 3*
	Monday: October 7
	<i>*(change created by Labor Day holiday)</i>
Algonac	Friday: September 6, October 11
Baltimore	Thursday: September 5, October 10
Boston	Friday: September 6, October 11
Duluth	Wednesday: September 11, October 16
Honolulu	Friday: September 13, October 18
Houston	Monday: September 9, October 14
Jacksonville	Thursday: September 5, October 10
Jersey City	Wednesday: September 18, October 23
Mobile	Wednesday: September 11, October 16
New Bedford	Tuesday: September 17, October 22
New Orleans	Tuesday: September 10, October 15
New York	Tuesday: September 3, October 8
Norfolk	Thursday: September 5, October 10
Philadelphia	Wednesday: September 4, October 9
Port Everglades	Thursday: September 12, October 17
San Francisco	Thursday: September 12, October 17
San Juan	Thursday: September 5, October 10
St. Louis	Friday: September 13, October 18
Savannah	Friday: September 6, October 11
Tacoma	Friday: September 20, October 25
Wilmington	Monday: September 16, October 21

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

### Personals

#### HARRY DAVIS or DAVIES

Sylvester Yorck, a shipmate from the SS Carrier Pigeon, is trying to locate his friend Harry Davis (or Davies). He would be about 72-77 years old from Charlotte, N.C. or Spartanburg, S.C. and sailed as a fireman/watertender aboard the SS Carrier Pigeon in 1946 (on which the cargo was beer!). Anyone with information about Harry Davis or Davies, please contact Sylvester Yorck at 503 Pennsylvania Avenue, Somers Point, NJ 08244; or telephone (609) 601-7590.

#### HAZAA GAHTAN

Please contact your daughter Samira at (718) 387-4728 or (914) 494-1377. Urgent!

### Remembering Paul Hall

August 20, 1914 - June 22, 1980





## 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. Soresl, Vice President Atlantic Coast

Kermet Mangram,

Vice President Government Services

René Lioeanjle, 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

520 Dorchester Ave., Boston, MA 02127  
(617) 269-7877

### DULUTH

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

### GUAM

P.O. Box 23127, Barrigada, Guam 96921  
125 Sunny Plaza, Suite 301-E

Tun Jesus Crisostomo St., Tamuning, Guam 96911  
(671) 647-1350

### HONOLULU

606 Kalihl 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

### JERSEY CITY

99 Montgomery St., Jersey City, NJ 07302  
(201) 435-9424

### MOBILE

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

### NEW BEDFORD

48 Union St., New Bedford, MA 02740  
(508) 997-5404

### 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

### SAVANNAH

2220 Bull St., Savannah, GA 31401  
(912) 238-4958

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

JUNE 2002

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
Boston	2	1	1	0	0	0	3	6	4	1
Houston	7	0	1	3	0	1	8	15	2	6
Harvey, LA	12	1	4	3	0	1	7	17	1	2
New York	6	1	4	6	0	0	17	25	7	10
Norfolk	2	0	0	3	0	0	0	1	0	0
San Pedro	10	0	0	4	0	0	11	30	2	0
Savannah	1	0	0	5	0	0	3	6	0	0
Tacoma	5	3	1	2	0	0	5	4	2	0
<b>Totals</b>	<b>45</b>	<b>6</b>	<b>11</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>104</b>	<b>18</b>	<b>19</b>

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
Boston	1	0	0	2	0	0	2	0	0	0
Houston	2	0	2	0	0	0	3	4	3	12
Harvey, LA	1	0	0	1	0	0	6	2	1	0
New York	4	0	1	2	0	0	9	20	8	7
Norfolk	0	0	0	0	0	0	0	1	0	0
San Pedro	4	0	0	3	0	0	4	21	0	0
Savannah	2	0	0	0	0	0	4	4	0	0
Tacoma	0	0	0	0	0	0	5	12	0	0
<b>Totals</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>12</b>	<b>19</b>

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
Boston	4	0	0	0	0	0	0	4	2	0
Houston	1	1	0	2	0	1	4	5	2	3
Harvey, LA	2	0	0	1	0	0	2	4	2	1
New York	2	0	0	0	0	0	4	17	4	3
Norfolk	2	0	0	2	0	0	0	2	0	0
San Pedro	0	0	0	1	0	0	4	12	0	0
Savannah	3	0	0	2	0	0	3	2	0	0
Tacoma	0	0	0	0	1	0	0	0	4	0
<b>Totals</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>46</b>	<b>14</b>	<b>7</b>

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
Boston	2	3	0	0	1	0	1	5	15	0
Houston	1	4	6	0	0	0	6	11	24	45
Harvey, LA	4	2	2	0	0	0	5	3	6	8
New York	3	2	7	0	0	0	9	24	36	46
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	0	1	0	0	0	0	4	1	5	3
Savannah	1	3	0	1	0	0	0	3	8	4
Tacoma	0	2	3	0	0	0	0	3	46	16
<b>Totals</b>	<b>11</b>	<b>17</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>140</b>	<b>122</b>

Totals All Departments	84	24	32	43	2	3	129	264	184	167
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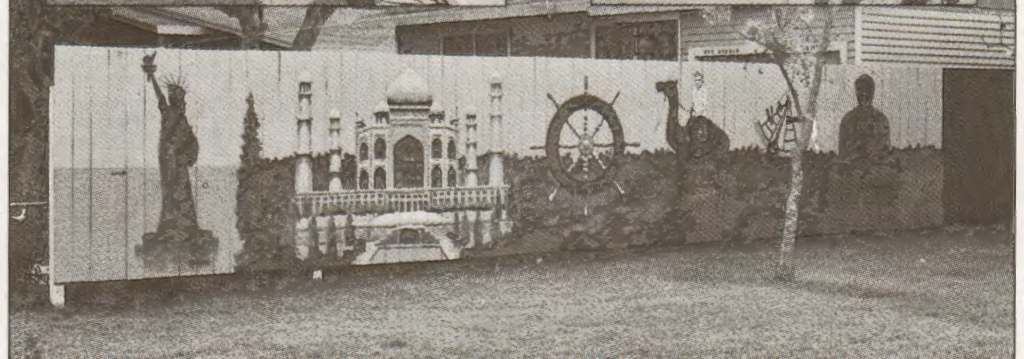
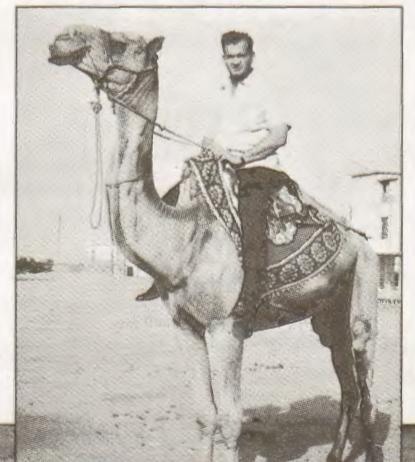
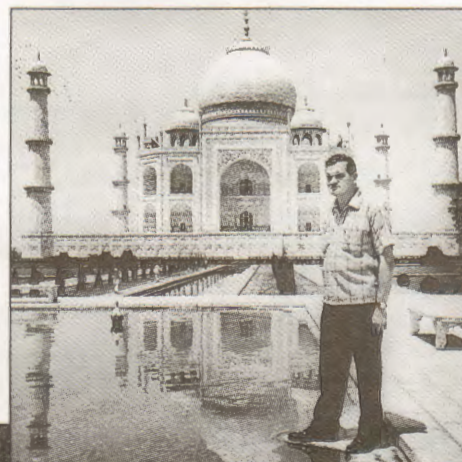
## PICS-FROM-THE-PAST

Retiree Phil Rosenstein of Corpus Christi, Texas has many scrapbooks containing photos from his 40 years in the NMU and MM&P, but he doesn't have to go farther than his own front yard to remember some of his travels.

In 1970, he visited the Taj Mahal in Agra, India (near right) while sailing aboard ship as a third mate. At another port in India, he climbed aboard a camel (far right).

These memories and others were painted on a fence in his front yard by an artist who copied the photographs. It took him three weeks to complete. Included are (from left) the Statue of Liberty, the Taj Mahal, a ship's wheel, the camel picture, a sextant he used to navigate around the world, and the Buddha of Kamakura, Japan.

See other memories from Rosenstein's collection on page 20 in this issue of the Seafarers LOG.







An inland captain, two recertified bosuns and one recertified steward are among the 11 Seafarers announcing their retirements this month. Captain **Robert L. Stelly** worked at the helms of inland vessels for more than 15 years while Bosuns **Jack Edwards** and **Bobby Riddick** completed the highest level of training available at Piney Point to mariners who sail in the deck department. Chief Steward **Jose A. Chacon** finished the highest level of training available at the Paul Hall Center to members who work in the steward department.

Including Edwards, Riddick and Chacon, seven of the retirees sailed in the deep sea division. Three others, including Stelly, navigated the inland waterways while the remaining one plied the Great Lakes.

Eight of the retirees worked in the deck department, one shipped in the engine department and the remaining two sailed in the steward department.

On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

#### DEEP SEA



**FRANCISCO ANCHETA**, 66, was born in the Philippines. Brother Ancheta started his career with the Seafarers in 1970

in the port of New York. His initial voyage was aboard the *Sea-Land Pacer*. The steward department member upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1977. He last shipped on the *Sea-Land Challenger*. Brother Ancheta lives in Daly City, Calif.

**JOSE A. CHACON**, 65, joined the Seafarers in 1964 in Philadelphia. A native of Puerto Rico,



Brother Chacon served in the U.S. Army from 1954 to 1956. His first ship was Bethlehem Steel Corp.'s *Seamar*. The steward department member completed the steward recertification program in 1982 at the SIU's training school. His last voyage was on the *Carolina*, a Puerto Rican Marine Management vessel. Brother Chacon resides in his native commonwealth in the city of San Sebastian.



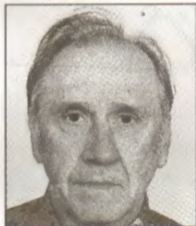
**JACK W. EDWARDS**, 62, hails from Idaho. Brother Edwards started his career with the Seafarers in 1969 in

Seattle. A military veteran, he served in the U.S. Army from 1959 to 1964. He first sailed aboard the *Sea-Land Anchorage*. The deck department member

shipped as a bosun. Brother Edwards upgraded his skills often at Piney Point, Md. He completed bosun recertification training at the school in 1983, and went back for further training in 2000 and again last year. His most recent voyage was aboard the same vessel on which he first shipped. Brother Edwards makes his home in St. Maries, Idaho.

**GABER MOHAMED**, 66, donned the SIU colors in 1968, joining in the port of New York. Born in Arabia, he initially sailed aboard the *Anniston Victory*, a Waterman Steamship vessel. The engine department member enhanced his skills by returning to the SIU's training school for instruction in 2000 and 2001. He last sailed on Interocean Ship Management Corp.'s *USNS Chesapeake*. Brother Mohamed lives in Brooklyn, N.Y.

**JOHN NAGY**, 65, started his career with the Seafarers in 1961 in Gloucester, Mass. A veteran of the U.S. Navy, he served honorably from 1956 to 1960. Brother Nagy worked in the deep sea and inland divisions, first sailing aboard the *Cantigny*, an Interocean Ship Management Corp. vessel. The deck department member last worked on a Crowley Towing and Transportation vessel. A Michigan native, Brother Nagy resides in Carson, Calif.



**RODNEY J. PENCE**, 46, began his career with the Seafarers in 1974 in the port of Piney Point, Md. He first sailed on the *Ft. Hoskins*, an Interocean Ship Management vessel. Born in Texas, Brother Pence worked in the deck department. He upgraded his skills a number of times at the Paul Hall Center for Maritime Training and Education. His last voyage was aboard the *Sea-Land Quality*. Brother Pence is a resident of Broken Bow, Okla.



**BOBBY RIDDICK**, 57, joined the ranks of the SIU in 1968 in the port of New York. The Virginia-born mariner first went to sea aboard the *Producer*, a Marine Carriers Corp. vessel. Brother Riddick shipped in the deck department as a bosun. He upgraded his skills often at the Seafarers training school in Piney Point, Md., including his completion of the bosun recertification course in 1986. Brother Riddick last worked on North American Trailing Co.'s *Manhattan Island*. He lives in Norfolk, Va.

#### GREAT LAKES

**GIL A. BOILORE**, 53, began his SIU career in 1972 in Alpena,

Mich. The Michigan-born mariner first sailed on American Steamship Co.'s *J.A. Kling*. Brother Boilore shipped in the deck department, last sailing aboard the *Buffalo*, an American Steamship Co. vessel. He is a resident of Alpena, Mich.



#### INLAND

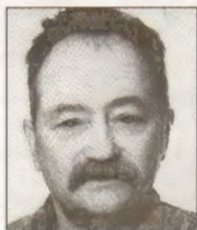


**ROBERT L. STELLY**, 61, started his career with the Seafarers in 1968. A native of Louisiana, he shipped in the deck

department as a captain. Boatman Stelly primarily worked at the helm of Hvide Marine vessels during his career. He calls Lufkin, Texas home.

**JOSE LUIS VILLAFANE**, 64, hails from Puerto Rico. Boatman Villafane joined the Seafarers in 1976. A member of the deck department, he worked primarily aboard vessels operated by Crowley Towing & Transportation. Boatman Villafane is a resident of Weston, Fla.

**WILLIAM R. WYATT**, 62, began his SIU career in 1960 in the port of Norfolk, Va. He first worked on a vessel operated by Steuart Transportation Co. Born in Emporia, Va., Boatman Wyatt shipped in the deck department. He last sailed on a Mariner Towing vessel. Boatman Wyatt makes his home in Bushnell, Fla.



## Welcome Ashore

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

*Editor's Note: The following brother and sisters, all members of the NMU and participants in the NMU Pension Trust, went on pension effective July 1.*

Dawson, Allen  
Elhaideri, Abdulla  
Ferster, Isadore  
Ford, Frank  
Lam, Hong  
Laureano, David

Roman, Samuel  
Scolardi, Gerald  
Stanfield, Kenneth  
Suarez, Urbano  
Viglietta, Richard  
Williams, Bernard

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Reprinted from past issues of the *Seafarers LOG*

### 1945

The SIU last week started circulating the 16-page picture booklet entitled "This is the SIU." This booklet was published as a result of the agents' conference actions and has caused much enthusiastic comment from SIU men and the labor movement in general. The booklet has been very helpful in our organization efforts with the men in the Isthmian fleet.

### 1961

Seafarers shipping out of the fast-growing port of Houston will be assured of comfortable, modern facilities as a result of the union's action in purchasing a two-story building for a new hall here. The building will open within a few months after it is remodeled to include the SIU hiring hall, meeting hall, snack bar and other shore side facilities for Seafarers.

The need for a new hall in Houston has long been recognized, since the port has been booming as a center of SIU shipping for some time. In recent months, Houston has been second only to New York in the number of jobs shipped. The union hall in Houston services all ships in Texas and also covers Lake Charles, La.

### 1972

The SIU joined with other maritime unions to prevent grain-loading operations of five

foreign-flag ships in three American ports. The picketing of the five foreign-flag ships was undertaken as part of a continuing effort to urge the American people to support use of U.S.-flag ships.

The joint union picket lines tied up ships in Baltimore, Chicago and Houston. The unions involved in addition to the SIU were the National Maritime Union, American Radio Association, Radio Officers Union, and the Marine Engineers' Beneficial Association.

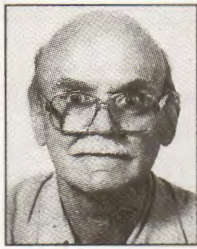
## THIS MONTH IN SIU HISTORY



# Final Departures

## DEEP SEA

### WALTER AMMANN



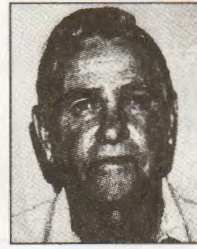
Pensioner Walter Ammann, 74, passed away May 16. Brother Ammann joined the Seafarers in 1945 in the port of Philadelphia.

He first went to sea on Stockard Steamship Corp.'s *Strathmore*. Born in Ohio, Brother Ammann worked in the engine department. His final voyage was on the *Overseas Alice*. Brother Ammann began receiving his pension in 1989. He lived in San Francisco.

### FREDERICK ANDREGG

Pensioner Frederick Andregg, 75, died March 30. He started his SIU career in 1943 in Savannah, Ga. Brother Andregg initially went to sea aboard a Delta Steamship Lines vessel. The San Francisco-born mariner worked in the deck department and last sailed on a Michigan Tankers Inc. vessel. Brother Andregg started receiving compensation for his retirement in 1977. He made his home in Savannah.

### JOHN BOOTH



Pensioner John Booth, 79, passed away April 12. He joined the Seafarers in 1951 in New Orleans.

Brother Booth was a military veteran, serving in the U.S. Marine Corps from 1940 to 1945. He first sailed aboard the *Alcoa Partner*. The Louisiana-born mariner shipped in the deck department and last went to sea aboard Delta Steamship Lines' *Del Oro*. Brother Booth began collecting pension stipends in 1984. He lived in Abita Springs, La.

### JOHN COELHO



Pensioner John Coelho, 86, died Feb. 4. Brother Coelho joined the Seafarers in 1955 in the port of New York. Born in Portugal, he first sailed aboard the *Steel Survey*, an Isco Inc. vessel. The engine department member last worked on the *Sea-Land Boston*. Brother Coelho started receiving his pension in 1989 and lived in his native country.

### HERIBERTO CORTES



Brother Heriberto Cortes, 47, passed away March 11. Born in Puerto Rico, he started his SIU career in 1974 in the port of New York.

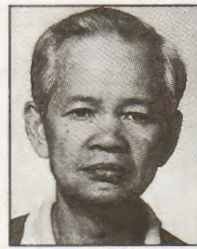
His first ship was the *Sea-Land Producer*. Brother Cortes worked in the engine department and last sailed on the *Sea-Land Newark*. He made his home in Miami.

### RICHARD DAISLEY

Pensioner Richard Daisley, 75, died March 16. Brother Daisley joined the Seafarers in 1969 in the port of New York. His first ship was the *Robin Trent*, a Moore-McCormack Lines vessel. Born in Trinidad, Brother Daisley worked in the engine department. His final voyage was on the *Sea-Land Integrity*. Brother Daisley began collecting

retirement stipends in 2001. He called Brooklyn, N.Y. home.

### FELIX DeGUZMAN



Pensioner Felix DeGuzman, 71, passed away March 12. He joined the Seafarers in 1970 in Yokohama, Japan. Born in the Philippines,

Brother DeGuzman shipped in the engine department and first sailed aboard Colonial Tankers' *Western Hunter*. His final voyage was on the *Sea-Land Mobile*. Brother DeGuzman began receiving compensation for his retirement in 1996. He lived in his native republic.

### JOSE DELGADO

Brother Jose Delgado, 46, died Feb. 6. He joined the ranks of the SIU in 1978 in the port of Piney Point, Md. The New York native initially went to sea aboard InterOcean Management's *Cantigny*. Brother Delgado shipped in the engine department, last sailing on the *USNS Kane*. He lived in his native state in the city of Brooklyn.

### DENNIS DENGATE

Brother Dennis Dengate, 43, passed away March 11. Brother Dengate began his career with the Seafarers in 1977 in the port of Piney Point, Md. His first sea voyage was aboard the *Walter Rice*, a Reynolds Metal Co. vessel. Born in Pasadena, Calif., he shipped in the engine department. Brother Dengate last worked on the *Overseas Alice*. He was a resident of Altadena, Calif.

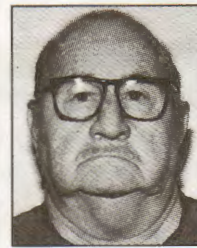
### LEE A. DUBANY



Brother Lee A. Dubany, 47, died April 29. He joined the Seafarers in 1980 in the port of Piney Point, Md. A native of Gothenburg, Neb., he first

went to sea aboard the *LNG Aries*. The deck department member last worked on the *Sea-Land Achiever*. Brother Dubany made his home in Jacksonville Beach, Fla.

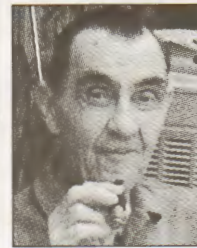
### HOWARD W. HALL



Pensioner Howard W. Hall, 77, passed away May 10. Brother Hall began his SIU career in 1951 in the port of New York. The Kentucky-born

mariner served in the U.S. Navy from 1943 to 1945. He worked in the engine department, last sailing on the *Arecibo*, a Puerto Rico Marine Management vessel. Brother Hall started collecting compensation for his retirement in 1996 and lived in Delmar, Del.

### KENNETH HULLER



Pensioner Kenneth Huller, 90, died March 2. Brother Huller joined the Seafarers in 1938 as a charter member in the port of Mobile, Ala.

The engine department member last worked on Delta Steamship Lines' *Del Rio*. Brother Huller started receiving his pension in 1976 and lived in his native Alabama.

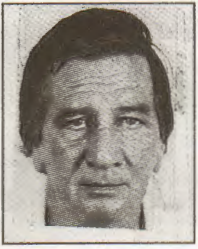
### ANTHONY JORDAN

Brother Anthony Jordan, 23, passed



away May 24. He joined the Seafarers in 1999 in the port of Piney Point, Md. The California-born mariner initially went to sea aboard Bay Ship Management's *USNS Stockham*. Brother Jordan worked in the engine department and last sailed on the *Petersburg*. He lived in Richmond, Calif.

### ELMER KING



Pensioner Elmer King, 77, died May 9. Brother King joined the SIU in 1947 in the port of Baltimore after serving in the Navy from 1943 to

1946. His initial voyage was on Sinclair Oil Corp.'s *Robin Wentley*. The Maryland native shipped in the deck department and last worked on the *OMI Champion*. Brother King started receiving compensation for his retirement in 1991. He lived in Missouri, Texas.

### HARRY KOLSBY

Pensioner Harry Kolsby, 88, passed away March 22. Brother Kolsby started his career with the Marine Cooks and Stewards (MC&S). The steward department member began receiving retirement stipends in 1969. Brother Kolsby made his home in England.

### PERRY LAWRENCE



Brother Perry Lawrence, 59, died April 10. Born in Beaufort, N.C., he began his career with the Seafarers in 1979. His maiden voyage was

aboard North American Trailing Co.'s *Sugar Island*. Brother Lawrence worked in the engine department, last sailing on a Penn Maritime Inc. vessel. He was a resident of Valatie, N.Y.

### PETROS LAZAROPOULOS



Pensioner Petros Lazaropoulos, 81, passed away Feb. 13. Brother Lazaropoulos started his SIU career in 1959 in the port of

New York. His first ship was the *Mt. Whitney*, an American Tramp Shipping & Development Co. vessel. Born in Greece, Brother Lazaropoulos sailed in the steward department. He last worked aboard a Michigan Tankers vessel. Brother Lazaropoulos began receiving his pension in 1976 and lived in his native country.

### HERBERT LIBBY

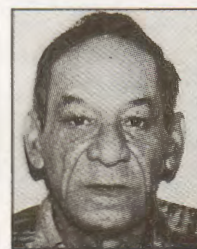


Pensioner Herbert Libby, 84, died May 9. Brother Libby began his career with the Seafarers in 1952 in the port of New York. The Massa-

chusetts native first worked on Sinclair Oil Corp.'s *Robin Gray*. A member of the deck department, Brother Libby shipped as a bosun. He last sailed on the *Global Sentinel*. Brother Libby was a resi-

dent of Union, Maine and began receiving his pension in 1991.

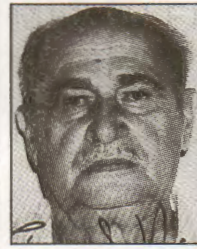
### JOSE MARTINEZ



Pensioner Jose Martinez, 60, passed away March 26. Brother Martinez became a member of the SIU in 1970, joining in the port of

New York. A native of Puerto Rico, he worked in the deck department. Brother Martinez started collecting pension payments in 1998. He lived in Richmond Hill, N.Y.

### EUGENIO NUNEZ



Pensioner Eugene Nunez, 93, died June 10. Brother Nunez was a charter member of the SIU, starting his career in 1939 in the port of New York.

Born in Bayamon, P.R., Brother Nunez shipped in the deck department. He last worked aboard the *Jacksonville*. Brother Nunez started receiving his pension in 1982 and resided in his native commonwealth.

### DOMINICK ORSINI



Pensioner Dominick Orsini, 76, passed away May 8. Brother Orsini became a member of the SIU in 1962 in the port of New York. He served

in the U.S. Navy from 1943 to 1946. He first sailed aboard A&H: Bull Steamship Co.'s *Emilia*. Brother Orsini worked in the engine department, last shipping on the *LNG Aries*. A resident of Harrisburg, Pa., he began receiving his pension in 1991.

### WILLIAM RENNIE

Pensioner William Rennie, 88, died Feb. 12. Brother Rennie started his career with the MC&S. The steward department member worked on several American President Lines vessels during his career. He made his home in Winchester, Calif. and began receiving his pension in 1978.

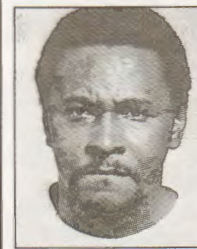
### HAROLD ROBINSON



Pensioner Harold Robinson, 92, passed away Feb. 22. Brother Robinson began his career with the Seafarers in 1978 in the port of New York.

Before joining the SIU, he served in the U.S. Navy Reserve from 1942 to 1947. Born in Holyoke, Mass., the steward department member last went to sea on the *Jacksonville*. He began collecting compensation for his retirement in 1978. Hampden, Mass. was his home.

### JESSIE ROBINSON

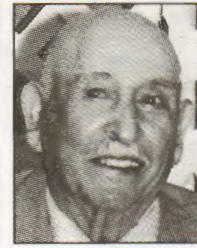


Pensioner Jessie Robinson, 69, died March 4. The Virginia native joined the SIU in 1968 in the port of New York. Brother Robinson was a veter-

an of the U.S. Army. His initial SIU voyage was on the *Enid Victory*, a Columbia Steamship Co. vessel. The steward department member last worked aboard Waterman Steamship

Corp.'s *Robert E. Lee*. Brother Robinson began receiving his pension in 1997 and called New Orleans home.

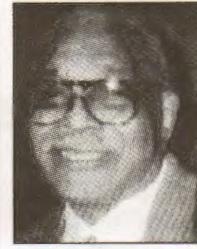
### ALFONSO SANDINO



Brother Alfonso Sandino, 87, died April 6. He started his career with the Seafarers in 1940. The steward department member sailed on several APL

vessels during his career. Brother Sandino was a resident of Texas City, Texas.

### RICHARD SAVIOR



Pensioner Richard Savior, 81, passed away May 9. Brother Savior joined the Seafarers in 1944 in the port of Baltimore. He worked in the deep sea as

well as inland divisions during his career. Born in Macon, Ga., Brother Savior shipped in the steward department. He started collecting payment for his pension in 1978 and was a resident of Philadelphia.

### JULIO SEQUERIA

Brother Julio Sequeria, 61, died Feb. 21. He began his SIU career in 1970 in New Orleans. Brother Sequeria served in the U.S. Army from 1962 to 1964. His initial voyage for the Seafarers was on the *Producer*, an American Rice Steamship Co. vessel. Born in Central America, Brother Sequeria shipped in the deck department and last worked on the *Maersk Colorado*. He lived in Metairie, La.

### FRANK SIMS



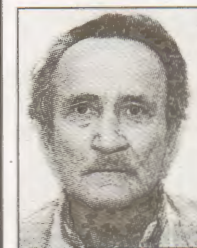
Pensioner Frank Sims, 75, passed away April 3. Brother Sims started his career with the MC&S in 1958 in Portland, Ore. Born in Alabama, he

shipped in the steward department. Brother Sims made his home in Oregon and began collecting compensation for his retirement in 1980.

### MICHAEL ST. ANGELO

Brother Michael St. Angelo, 54, died March 31. He started his career with the Seafarers in 1986 in New Orleans. Brother St. Angelo served in the U.S. Army Reserve and shipped for the SIU in both the inland and deep sea divisions. He first worked on a Northern Towing Co. vessel. The New Orleans-born mariner shipped in the deck as well as engine departments. His last voyage was aboard Waterman Steamship Corp.'s *Green Island*. Brother St. Angelo lived in his native Louisiana.

### DOUGHLAND STEWART



Brother Doughland Stewart, 61, passed away Feb. 9. He joined the Seafarers in 1968 in the port of Wilmington, Calif. His initial

voyage was aboard the *Spitfire*, a General Cargo Corp. vessel. The Alabama native worked in the deck department. His final trip to sea was on the *Liberty Sun*, operated by Liberty Maritime Corp. Brother

Continued on page 20



# Digest of Shipboard Union Meetings

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

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

**HMI DEFENDER** (Seabulk Tankers), May 31—Chairman **James E. Reed**, Steward **Tyrell N. Thabit**, Educational Director **Candido Molina**, Deck Delegate **Kenneth Z. Smith**, Engine Delegate **Robert E. Young**, Steward Delegate **Claudell Blakely Jr.** Chairman announced payoff June 1 in Lake Charles, La. He talked about the new Seabulk agreement, the insurance plan and vacation time. Educational director urged crew members to attend upgrading courses at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Request made for satellite system on board ship, and suggestion made to lower age limit and seetime needed for collecting retirement benefits.

**ITB BALTIMORE** (Sheridan Transportation), May 27—Chairman **Jeffrey H. Kass**, Secretary **Pedro R. Mena**, Educational Director **David Fricker**, Deck Delegate **Abedan Lugan**, Engine Delegate **Steven Pollard**. Chairman led discussion about importance of SPAD contributions and of utilizing educational facilities at Piney Point for self-improvement. He also spoke about possibility of new "smart cards" for crew identification. Crew members voiced opinions about the "smart cards" being proposed by the Coast Guard and the kinds of private information potentially required for them by government agencies. Chairman also talked about respecting fellow crew members (by cleaning up after oneself, emptying lint trap in laundry and keeping quiet in passageways). Educational director urged mariners to attend upgrading courses at Paul Hall Center. Treasurer stated \$200 in ship's movie fund. No beefs or disputed OT reported. Everyone thanked for helping keep galley and messhall clean. Next ports: Pascagoula, Miss.; Fort Lauderdale, Fla.

**ITB GROTON** (Sheridan Transportation), May 26—Chairman **John R. Lamprecht**, Secretary **Thomas W. Milovich**, Educational Director **Pedro J. Santiago**, Deck Delegate **Richard J. Pepper**, Engine Delegate **Hussein A. Mohamed**, Steward Delegate **Romario D. Hinayon**. Chairman reminded crew members to practice safety at all times. Secretary stressed need for attending upgrading courses at Piney Point. Educational director reminded everyone to make sure all shipping documents are in order. Steward to buy movies for crew with \$200 allotment from captain. No beefs or disputed OT reported. Bosun to see chief engineer about hooking up TV antenna. Next port: Long Beach, Calif.

**JAMES ANDERSON JR.** (Maersk Lines, Ltd.), May 16—Chairman **Wallace J. William**, Secretary **Michael H. Watts**, Educational Director **J. Toler**, Steward Delegate **Michael Askins**. Chairman noted new DVD player is up and running. He announced Port Agent Bryan Powell will travel to Diego Garcia to meet with crew members and update them on union matters. At that time, he also

will collect monetary obligations owed by members to the union (dues, initiation fees, etc.). Educational director reminded crew about upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to acquire computer (with e-mail capabilities) for crew, as well as a telephone for easy access. Steward department was thanked for good food and clean ship.

**LNG LIBRA** (Pronav), May 26—Chairman **Calvin M. Miles**, Secretary **John A. Palughi**, Educational Director **Troy Fleming**. Bosun reported one watchstanding AB per shift and three day men upon arrival in Japan. Secretary noted six new mattresses received and distributed. Educational director spoke about upgrading courses available at Piney Point. Treasurer noted that decision was made to spend crew fund on DVD movies. Some disputed OT reported by all three departments concerning rate of penalty pay for Sunday union meetings. Suggestion made to increase vacation pay and pension benefits. Some problems reported regarding stores (and lack thereof).

**MAERSK ALASKA** (Maersk Lines, Ltd.), May 19—Chairman **James W. Saunders**, Secretary **Allan D. Bright**, Educational Director **Ralph S. Baker**, Deck Delegate **William M. Lewis**, Steward Delegate **Samuel Johnson**. Chairman urged new members to stay aboard ship and get their time in. He advised B and non-book members that they have a chance to stay aboard longer and suggested they accumulate their time to upgrade for endorsements and higher seniority. Educational director talked about upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Next port: New Orleans.

**MARINE COLUMBIA** (Alaska Tanker Co.), May 20—Chairman **Anthony J. Sabatini**, Secretary **John F. Huyett**, Educational Director **Ronald Gordon**, Deck Delegate **Jeff B. Turkus**, Engine Delegate **Detricke Kelly**, Steward Delegate **Albert Sison**. Bosun informed crew of new recycling policy and encouraged everyone to participate. He also distributed copies of new contract. Educational director showed members company circulars on safety and accident avoidance and encouraged everyone to upgrade skills at Piney Point. Treasurer noted \$2,732.52 in ship's fund with \$1,500 allocated for new satellite dish. An additional \$145 is in TV/VCR fund. Suggestion made to buy more VHS movies instead of DVDs. No beefs or disputed OT reported. Congratulations to Jeff Turkus on his new position as patrolman for SIU hall in Wilmington, Calif. Vote of thanks given to steward department for job well done. Next port: Long Beach, Calif.

**USNS FRED W. STOCKHAM** (Amsea), May 13—Chairman **Andrew B. Barrows**, Secretary **Stephen M. Avallone**, Educational Director **Joseph J. Jenkins Jr.**,

Deck Delegate **Abdul Gharama**, Engine Delegate **Robert E. Lee**, Steward Delegate **Alan Van Buren**. Bosun commended everyone for outstanding crewmanship. He addressed some problems aboard ship (e.g., walking onto freshly painted decks and wearing greasy shoes and work gloves in the house). Educational director urged all crew members to take advantage of educational opportunities aboard ship and at Piney Point facility. Treasurer announced \$1,100 in ship's fund. No beefs or disputed OT reported. Bosun read letter from Port Agent Bryan Powell about his upcoming visit to Diego Garcia and to the Stockham. Clarification requested regarding riders of foreign nationality. Request made for repair of TV antenna.

**USNS LITTLE HALES** (Dyn Marine), May 30—Chairman **Roger J. Reinke**, Secretary **Warren Lombard**, Educational Director **Stephen J. Bradfute**, Deck Delegate **Joseph A. Gierbolini**, Engine Delegate **Nicholas G. Murgolo**, Steward Delegate **Ramont Jackson**. Chairman reminded crew members of security while in shipyard in Norfolk, Va. Educational director suggested crew members check expiration dates on z-cards and STCW certificates and renew them before they run out. He also noted that the Paul Hall Center has many upgrading courses for members in all departments. Course listings and application forms are in each monthly issue of the *Seafarers LOG*. Treasurer announced \$140 in ship's fund, possibly to be used for a DVD player or satellite system for crew lounge. No beefs or disputed OT reported. Information requested from SIU headquarters regarding company's medical plan. Storekeeper **Kevin Williams** asked for suggestions for special items crew members would like to see carried in slop chest. Next port: Norfolk.

**EXPLORER** (USSM), June 9—Chairman **Raymond "Skip" Yager**, Secretary **Douglas Swets**, Educational Director **Jimmie M. Robles**, Deck Delegate **Abdulhamid F. Musaed**, Engine Delegate **David W. Watkins**, Steward Delegate **Othello Dansley**. Chairman announced payoff on arrival June 11 in Long Beach, Calif. He thanked crew for good voyage and good food and for contributing to ship's fund and SPAD. Secretary spoke of need for new computer and printer for crew. Educational director urged crew members to upgrade skills at Paul Hall Center. Treasurer noted new movies, DVD players, TVs and phones purchased from ship's fund. Hope to get additional TVs and VCRs in Long Beach so every room has one. No beefs or disputed OT reported.

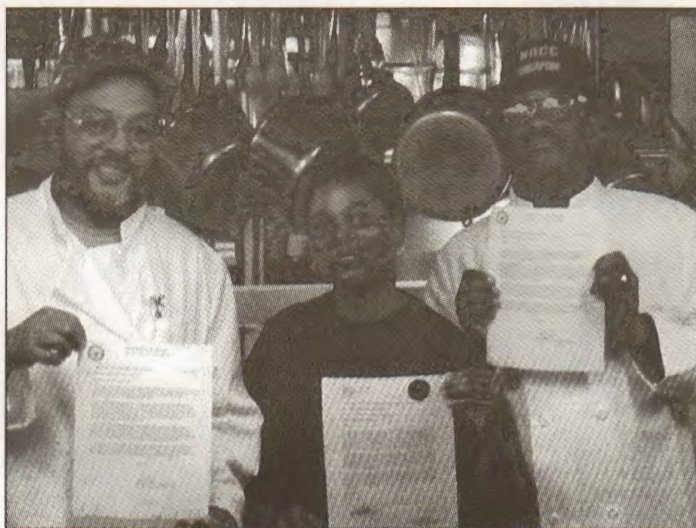
**GREEN DALE** (Waterman Steamship Corp.), June 2—Chairman **Shawn T. Evans**, Secretary **Donald J. Mann Jr.**, Engine Delegate **Victorino G. Labrilla Jr.**, Steward Delegate **Lonnie W. Jones Jr.** Chairman announced payoff June 7 or 8 in Houston. He thanked everyone for god trip around the world and reminded those leaving ship to clean rooms and be careful at airport. Educational director stressed importance of upgrading skills at Paul Hall Center. He also suggested watching safety videos, which are aboard ship, and inform department head or bosun of any damage or broken items in need of repair. No beefs or disputed OT reported. Suggestions made to reduce time needed to collect pension to 15 years with no age limit and to raise pension benefits. Also requested reduction in seetime needed for receipt of vacation checks.

**HMI BRENTON REEF** (Seabulk Tankers), June 2—Chairman **Dave S. Coleman**, Secretary **Luis A. Escobar**, Educational Director **Todd F. Moreland**. Chairman announced vessel will go in to mooring June 4 at El Segundo, Calif. Secretary advised everyone of educational opportunities available at Piney Point and spoke about the importance of contributing to SPAD. Educational director also talked about upgrading courses available at the school and urged crew members to get more involved in union matters to keep the union strong. Treasurer noted

vice in Panama. Recommendation made for improved dental coverage for union members. Vote of thanks given to steward department for great food and also to rest of crew for jobs well done. Next port: Paita, Peru.

**MOTIVATOR** (USSM), June 3—Chairman **Robert B.F. Lindsay Jr.**, Secretary **Roderick K. Bright**, Educational Director **Hardin C. Chancey**, Deck Delegate **Teddy Reynolds**, Engine Delegate **Ronald Miller Jr.**, Steward Delegate **Lyvell Hall Sr.** Chairman announced payoff June

## Teamwork Aboard the USNS Invincible



"Outstanding job performance, professionalism and customer service" during a recent voyage earned steward department members aboard the USNS Invincible letters of appreciation and recognition from the Department of the U.S. Air Force and RSSC Lead Systems Engineer. From the left, aboard the Maersk Lines, Ltd. vessel, are Chief Steward Lloyd Hall, Steward Assistant Barbara Smith and Chief Cook Mack Russell.

that money from company for safety award will be put into satellite system (HBO, Cinemax, etc.) which would eliminate need for videotapes. No beefs or disputed OT reported. New policies for trash dumping at sea were posted. Steward department given thanks for excellent job. Clarification requested on proper steps to be taken by company in listing open jobs.

**INTEGRITY** (USSM), June 9—Chairman **Domingo Léon Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**. Chairman thanked crew for good trip. Bosun to give copies of new contract to steward/electrician. Secretary pointed out that SIU members are eligible for benefits programs with Union Plus (insurance, mortgage, car rentals, etc.) and gave number to call for more information. No beefs or disputed OT reported. Those crew members getting off ship for vacation should not leave personal articles in rooms. Suggestion made for chairs in mess and lounge to be reupholstered. Chairman thanked steward department for outstanding meals and pleasant attitude, which has strengthened morale aboard ship. Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami; Houston.

**MAERSK COLORADO** (Maersk Lines, Ltd.), Chairman **Juan Castillo**, Secretary **Hugh E. Wildermuth**, Educational Director **Alfredo O. Cuevas**, Deck Delegate **Dirk W. Adams**, Steward Delegate **Carlos Sierra**. Chairman informed crew of payoff June 13 in Balboa, Panama. He noted that vessel will stay on regular schedule (South America run). Secretary thanked everyone for helping keep ship clean. Educational director advised crew members to upgrade at Paul Hall Center and take advantage of free educational opportunities offered by the union. No beefs or disputed OT reported. Request made for better mail ser-

vice in Houston, Texas. New washer will be brought aboard at that time. All crew members getting off should clean rooms. Everyone reminded to separate plastic items from regular trash. Educational director stressed importance of contributing to SPAD. He also talked about Union Plus program, which was written up in *Seafarers LOG*. Deck department reported beef; none in engine or steward departments. Recommendations made for wider and longer mattresses and to have the "no-strike" rule taken out of the contract. Suggestion also made to improve pension plan. Next ports: Houston; Savannah, Ga.; Norfolk, Va.; Rotterdam, Holland.

**RICHARD G. MATTHIESEN** (Ocean Shipholding), June 2—Chairman **Dana Naze**, Secretary **Raymond Jones**, Educational Director **Kelly Mayo**, Deck Delegate **Kyle Bailey**, Steward Delegate **Ahmed M. Quraish**. Chairman stated that SIU Guam Port Agent Matthew Holly will come aboard ship in Guam. Additionally, three shoreside workers will join vessel to work on ship's generators. Educational director advised crew members to give at least a week's advance notice before attending classes at Paul Hall center so that transportation can be arranged. Treasurer noted \$450 in ship's fund. No beefs or disputed OT reported. Everyone asked to return videos to cabinet when finished viewing. Suggestion made to increase vacation days to industry standard or 15 days (whichever is higher). Vote of thanks given to steward department for good food. Special vote of thanks given to Stan Beck for coming all the way from Piney Point to instruct the officers and crew in the CBR-D course. Everyone passed the test and are awaiting certificates. Next ports scheduled in South Korea, Guam, Singapore and Diego Garcia.

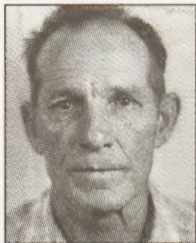


# Final Departures

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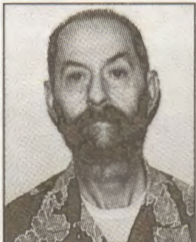
Stewart resided in his native state in the city of Perdido.

## SIDNEY WHITE



Pensioner Sidney White, 86, died Feb. 7. Brother White became a Seafarer in 1957, joining in the port of New York. He first sailed aboard a Seatrain Lines, Inc. vessel. Born in Louisiana, he worked in the deck department. Brother White last went to sea on a Michigan Tankers vessel. He made his home in Colfax, La. and began collecting stipends for his retirement in 1977.

## WAYNE WOODCOCK



Pensioner Wayne Woodcock, 67, died Feb. 23. Brother Woodcock started his career with the SIU in 1976 in San Francisco. He served in the U.S. Coast Guard from 1956 to 1960. His first SIU ship was the *USNS Vernon*. Born in Texas, he worked in the steward department. Brother Woodcock last went to sea on the *Sea-Land Explorer* and started receiving his pension in 2000. Woodway, Texas was his home.

## KAID ZAIDAN

Brother Kaid Zaidan, 61, passed away Sept. 23, 2000. He joined the Seafarers in 1965 in the port of New York. Brother Zaidan initially worked on the *Transper*, a Hudson Waterways Corp. vessel. Born in Yemen, he shipped in the engine department. Brother Zaidan's final voyage was aboard the *Sea-Land Expedition*. He was a resident of his home country.

## GREAT LAKES

## VICTOR JOHNSON



Pensioner Victor Johnson, 87, passed away May 22. Brother Johnson launched his career with the Seafarers in 1960 in Detroit. Born in Michigan, he initially shipped on the *Buck Monitor*, a Buckeye Steamship Co. vessel. The deck department member last worked on Great Lakes Associates' *George Steinbrenner*. Brother Johnson started receiving compensation for his retirement in 1980 and resided in his native state.

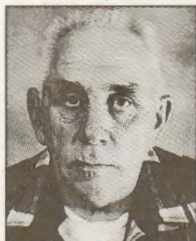
## ROBERT SEYMOUR



Pensioner Robert Seymour, 74, died May 8. He began his career with the Seafarers in 1960 in the port of New York. The Wisconsin native worked in the steward department and last sailed on American Steamship's *Nicolet*. Brother Seymour began receiving his pension in 1983 and made his home in Milwaukee.

## BOBBY WILSON

Pensioner Bobby Wilson, 79, passed away May 6. Brother Wilson joined the Seafarers in 1966 in Detroit. Born in Tennessee, Brother Wilson



worked in the deck department. He last sailed on the *American Republic*, operated by American Steamship Co. Brother Wilson started receiving his pension in 1990 and lived in his native state.

## INLAND

## JAMES BOWERS

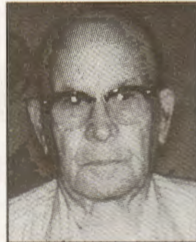
Pensioner James Bowers, 65, died March 4. Boatman Bowers joined the SIU in 1968 in the port of Norfolk, Va. He served in the U.S. Air Force from 1955 to 1958. Boatman Bowers was born in North Carolina and was a member of the deck department. He last worked aboard a Lynnhaven Services vessel. Boatman Bowers made his home in King Devil Hills, N.C. and started receiving his pension in 2000.

## WILLIAM BRINKLEY



Pensioner William Brinkley, 68, passed away Feb. 16. Boatman Brinkley started his career with the Seafarers in 1976 in the port of Jacksonville, Fla. The Georgia native was a retired military veteran, serving in the U.S. Navy from 1951 to 1974. Boatman Brinkley shipped in the deck department as a captain and worked primarily aboard Gulf Atlantic Transport Corp vessels. He began receiving compensation for his retirement in 1996 and was a resident of Atlantic Beach, Fla.

## MELVIN DICKERSON



Pensioner Melvin Dickerson, 91, died May 22. Boatman Dickerson began his career with the Seafarers in 1962 in the port of Houston. He worked in the inland and deep sea division during his career. The Humble, Texas native first sailed aboard a G&H Towing Co. vessel. Boatman Dickerson shipped in the engine department. He began receiving his pension in 1974 and lived in Galveston, Texas.

## MEDFORD LITTLETON



Pensioner Medford Littleton, 99, passed away May 21. Born in Frankford, Del., Boatman Littleton started his career with the Seafarers in the port of Philadelphia. He began receiving compensation for his retirement in 1972 and made his home in Maple Shade, N.J.

## RILEY RODGERS



Pensioner Riley Rodgers, 71, passed away March 1. Boatman Rodgers joined the Seafarers in 1968 in Port Arthur, Texas. He served in the U.S. Army from 1947 to 1950. The Louisiana native shipped as a

captain and worked primarily aboard Higman Barge Lines, Inc. vessels during his career. Boatman Rogers was a resident of Hornbeck, La., and started receiving his pension in 1985.

## RUCIE PEVETO

Pensioner Rucie Peveto, 78, died March 12. He began his career with the Seafarers in 1975 in the port of Jacksonville, Fla. A military veteran, Boatman Peveto served in the U.S.

Navy from 1942 to 1945. The Texas-born mariner worked in the deck department, primarily aboard vessels operated by Dixie Carriers. Boatman Peveto began collecting his pension in 1990. He lived in his native state.

*Editor's Note: The following brothers and sisters, all former members of the NMU and participants in the NMU Pension Trust, have passed away. Their names appear in alphabetical order, with date of death and according to the month in which the NMU was notified of their demise.*

## JANUARY

Benjamin, Silvius Dec. 26, 2001  
Bowden, Jessie Nov. 23, 2001  
Brown, Kreisler Dec. 11, 2001  
Buckman, Raymond Dec. 10, 2001  
Castano, Valentin Nov. 11, 2001  
Cleland, Loel Nov. 21, 2001  
Davis, Edward Nov. 19, 2001  
DeCarvalho, Luis Nov. 30, 2001  
Duncan, Leo Dec. 4, 2001  
Edwards, Herbert Nov. 25, 2001  
Faulk, Nelson Nov. 20, 2001  
Fontenot, Louis Nov. 11, 2001  
Harrison, Robert Nov. 26, 2001  
Jacobsen, Alf May 24, 2001  
Lewis, Nick Nov. 29, 2001  
Mathieu, Robert Nov. 22, 2001  
Nejman, Stanley Dec. 15, 2001  
Ognenoff, John Dec. 17, 2001  
Quattrone, Anthony Nov. 27, 2001  
Reed, Elva Nov. 3, 2001  
Reynolds, Jessie Dec. 5, 2001  
Roberson, Ulysses March 19, 2000  
Rothfuss, Ernest Oct. 13, 2001  
Ruiz, Pedro Nov. 30, 2001  
Rushing, Henry Dec. 11, 2001  
Rydell, Roy Nov. 11, 2001  
Shea, Woodrow Dec. 1, 2001  
Spearman, Odell Nov. 26, 2001  
Tresvant, William Feb. 2, 2001  
Walker, Billy Nov. 1, 2001  
Williams, James Nov. 30, 2001  
Zarate, Frank Oct. 23, 2001

## FEBRUARY

Allman, Frank Dec. 22, 2000  
Altner, Joseph Nov. 27, 2001  
Ashburn, Arthur Jan. 24  
Beals, William Jan. 9  
Benaouda, Lamri Dec. 20, 2000  
Blessett, Joseph Jan. 10  
Brown, Edward Jan. 9  
Broxton, Edward Nov. 28, 2001  
Bryan, Milton Dec. 14, 2001  
Burton, David Dec. 13, 2001  
Cacho, Francisco Jan. 7  
Cady, Frank Oct. 16, 2001  
Carter, Theodore Dec. 13, 2001  
Castro, Carmelo Jan. 23  
Collier, John Nov. 27, 2001  
Colon, Monserrate Sept. 21, 2001  
Cruz, Jose Jan. 16  
Daugherty, Robert Dec. 29, 2001  
Davis, Martin Jan. 19  
DeJesus, Jose Jan. 17  
Diaz, Jesus Dec. 10, 2001  
DiSalvo, Anthony Jan. 18  
Estrada, Francisco Dec. 7, 2001  
Falcone, Johnnie Jan. 22  
Falcone, Johnnie Jan. 22  
Flores, Juan Dec. 29, 2001  
Fornwalt, Jack Jan. 3  
Frock, Howard Dec. 16, 2001  
Galarza, Pablo Dec. 20, 2001  
Gerson, Louis Dec. 27, 2001  
Gonzalez, Nieves Dec. 19, 2001  
Gonzalez, Nieves Dec. 19, 2001  
Graham, Harold Jan. 5  
Harris, William Jan. 1  
Henderson, Eugene Dec. 10, 2001  
Hopkins, James Dec. 17, 2001  
Ingram, Canute Jan. 1  
Jester, Earl Dec. 29, 2001  
Jordan, Homer Jan. 15  
Joseph, Aubrey Nov. 3, 2001  
Kelley, Melvin Dec. 9, 2001  
Kikas, Leonhard Jan. 12  
Knatt, Eugene Jan. 13  
Laffita, Teofilo Jan. 15  
Lima, Antonio Dec. 22, 2001  
Linares, Fidel Dec. 28, 2001  
Lopez, Fernando Oct. 21, 2001  
Malone, Leon Jan. 11  
Matson, John Dec. 23, 2001  
Mauricio, Antonio Dec. 29, 2001  
McCray, Ernest Dec. 20, 2001  
McDerby, Henry Nov. 14, 2001  
Melendez, Sixto Dec. 18, 2001  
Meyer, Elbert Jan. 24  
Morrell, Reynard Dec. 29, 2001  
Ogilvie, Everett Jan. 5  
Perre, Robert Jan. 24  
Provost, Leatrice Nov. 11, 2001  
Ramos, Luis Dec. 16, 2001  
Roy, Joseph Dec. 24, 2001  
Scott, Bernard Nov. 7, 2001  
Scott, Edward Dec. 11, 2001  
Seneear, William Dec. 24, 2001  
Seneear, William Dec. 20, 2001  
Stewart, James Dec. 20, 2001  
Stewart, James Dec. 25, 2001  
Taylor, Tom Dec. 21, 2001  
Tucker, Ruben Jan. 1  
Walker, Grady Jan. 1  
Walker, Grady Jan. 3  
Williams, George Jan. 5  
Williams, John Nov. 27, 2001  
Wilson, Leroy Dec. 11, 2001

## MAY

Adams, Coner March 21  
Alexander, Hugh April 10  
Allred, Elmer April 9  
Alvarez, Pedro March 26  
Andonie, Miguel April 3  
Beckett, Leavy April 22  
Brooks, Dudley April 10  
Bullock, Joseph March 14  
Burgos, Benjamin March 11  
Butterfield, Arnold April 15  
Chong, Peter April 7  
Colon, Jose April 9  
Feiler, Irving March 5  
Ferrari, Simon April 13  
Fontenot, Curley Aug. 22, 2001  
Funez, Roberto March 9  
Gray, Lawrence April 19  
Harris, Matthew April 1  
Hernandez, Fernando March 18  
Hodge, Titus April 7  
Hopkins, Jack April 9  
Leon, Stephen April 4  
Maltese, Michael March 13  
Manuel, Alberto Jan. 15  
McElroy, John April 12  
Miller, William March 25  
Milton, Samuel April 5

Garcia, Julio Feb. 4  
Gonzalez, Emiliano Jan. 3  
Gonzalez, Raul Jan. 20  
Graczyk, Henry Dec. 17, 2001  
Han, Quen Jan. 2  
Haylock, Irwin Jan. 23  
Hickey, George Feb. 1  
Hicks, Alfred Feb. 22  
Hines, Wilbert Jan. 28  
Holt, Alex Feb. 7  
Johnson, Charlie Dec. 16, 2001  
Joseph, Cyril Feb. 4  
Kastelec, Albert Feb. 4  
King, J. Feb. 9  
Kobis, Charles Jan. 2  
Linwood, Guessler Feb. 2  
Medina, Luis Feb. 28  
Medina, Manuel Feb. 2  
Olivares, Manuel Feb. 19  
Ortiz, Andres Dec. 11, 2001  
Ortiz, Pedro Jan. 1  
Otterlei, Jonathan Jan. 16  
Palermo, Joseph Feb. 16  
Pares, Francisco Feb. 15  
Paulaille, Louis Jan. 29  
Pogor, Edward Feb. 10  
Rawlins, Cottrell Jan. 10  
Rivera, William Nov. 20, 2001  
Robinson, Hubert Feb. 4  
Rovane, Charles Jan. 28  
Russell, Lawrence Jan. 30  
Shackelford, Joe Feb. 7  
Stickell, James Feb. 7  
Tarhavisky, Michael Feb. 22  
Wasicki, Matthew Feb. 1  
Young, Willie Feb. 13

## APRIL

Anderson, Clyde Feb. 18  
Andresen, Walter Feb. 14  
Antonio, Raymundo March 14  
Archacki, Chester March 4  
Arnold, Edwin Feb. 15  
Barboza, Alfred Feb. 3  
Bell, Lawrence Jan. 5  
Benitez, Juan Jan. 5  
Bumeister, Ernest March 2  
Caballero, Octavio Jan. 29  
Cantu, Raul Sept. 9, 2001  
Cassan, Juan March 5  
Cassis, Carlos March 12  
Cobb, William Aug. 16, 2001  
Cruz, Miguel Dec. 24  
Curry, Alvin Dec. 17, 2001  
Davis, Clinton Jan. 8  
Davis, Clinton Feb. 22  
Delgado, Jose March 4  
DePass, Karl Feb. 21  
Edwards, Robert March 18  
Folsom, William Jan. 14  
Fuld, Vincent March 16  
Hortillosa, Joseph Feb. 23  
Ingles, Julio March 16  
Jungbluth, Marcel Oct. 15, 2001  
Kelly, Edward Feb. 23  
Leitao, David March 11  
Manzilla, Gregorio March 3  
Martinez, Jose Feb. 13  
Mathieson, Peter Jan. 4  
McCall, Eddie Oct. 15, 2001  
McCullough, J. Feb. 24  
Mikell, John Feb. 28  
Mithchell, Edward Feb. 27  
Morrow, Albert March 7  
Nunes, Walter March 8  
Paolantonio, Armand Jan. 3  
Perez, Isabelino March  
Pickens, Oliver Oct. 13, 2001  
Ramsay, Beon Dec. 14, 2001  
Rangel, Isreal March 16  
Reynolds, John March 16  
Roderick, Efrain March 13  
Romanchuk, Karl March 10  
Rosario, John March 8  
Roux, Jules Feb. 14  
Santiago, Samuel Feb. 27  
Sirisky, Lawrence Jan. 17  
Smith, David March 9  
Staine, Patrick March 2  
Stringfield, Norman March 9  
Thompson, Harry Feb. 25  
Urdal, Dagfin Dec. 21, 2001  
Valentin, Victor Feb. 18  
Whitaker, John March 3  
Willson, Mario Feb. 15

Mugerdichian, John April 2  
Pereira, Manuel April 4  
Perini, Anthony April 7  
Principe, Jorge April 24  
Ramos, Francisco Feb. 4  
Reynes, Henry April 18  
Roger, Gonzalo March 16  
Romano, Vincenzo April 1  
Santiago, Arthur March 28  
Sargent, James March 19  
Sinagal, Joseph March 3  
Spicer, Ira Jan. 31  
Thibodeaux, Joseph Feb. 26  
Upson, John March 2  
Velazquez, Guillermo Feb. 5  
Waites, Paul March 26  
Williams, Allen April 10  
Williams, John April 24  
Willmott, Richard March 23

## JUNE

Allen, Roosevelt May 12  
Anthohe, Anthony May 13  
Arzu, Valentine April 20  
Atell, Timothy Jan. 11, 1999  
Barella, Benjamin May 15  
Beckles, Martin May 22  
Berman, Benjamin March 28  
Cacioppo, Anthony May 5  
Cortez, Jesus May 18  
Delugo, Ernest May 2  
Diaz, Angel March 22  
Elders, Charles April 10  
Emminger, Robert April 28  
Funes, Gonzalo April 17  
Guichard, Morris May 8  
Guity, Candido April 30  
Harvey, Roy June 14  
Havill, Phillip April 28  
Henderson, Eugene May 9  
Henriksen, Sven May 22  
Howard, Sherman April 25  
Jackson, Anthony May 20  
Johnson, Clifton May 20  
Jordan, Jack April 18  
Karkkainen, Veikko May 1  
Knowles, Robert March 26  
Kohn, James April 15  
Lee, Lionel May 17  
Lim, Pang May 12  
Muhammad, Leon April 8  
Nardi, Joseph May 7  
Prado, Jorge April 20  
Prevost, Lionel April 26  
Rice, Oscar May 17  
Rolon, Cruz April 19  
Rose, Frank May 17  
Ryan, Edna April 29  
Saimson, Robert March 30  
Sharp, Kenneth May 15  
Stallings, Abney Jan. 13  
Stewart, Luke April 27  
Tremberger, George April 30  
Truzman, Alberto May 3  
Valko, John Jan. 31  
Washington, Enoch May 13  
West, Oliver Jan. 8  
Wickey, Keefe March 7  
Woo, Chai May 20  
Yoon, Kell May 20

## JULY

Acosta, Osvaldo June 6  
Amador, Emilio June 19  
Ariola, Pedro June 14  
Arnoldy, Robert May 31  
Avila, Marcelino April 20  
Bodden, Percy June 2  
Brockmoller, William April 11  
Bulmer, Edgar June 9  
Capo, Enrique April 28  
Catalos, Cecil June 23  
Cheers, Oliver May 30  
Conception, Helen May 25  
Connelly, Jessie May 12  
Connolly, John June 8  
Cruz, Garbriel June 6  
Dumont, Marcel June 6  
Fadec, Murray June 12  
Felex, Pedro June 4  
Fine, John June 15  
Finley, Frank April 26  
Flodin, Edna May 26  
Galarza, Pablo June 1  
Garcia, Dolo March 22  
Gobin, Norbert March 18  
Gomez, William June 11  
Guzman, Joseph May 29  
Kruczek, Frank May 26  
Lambier, Wilfred June 15  
Larock, Edward June 7  
Litze, James June 9  
McClain, George May 23  
McDaniel, Frank May 14  
McDonald, Joseph Oct. 1, 1985  
McCinnis, Donald June 3  
Mendez, John May 7  
Miller, James June 17  
Nakamura, Joe April 30  
Owens, Thomas May 24  
Puenta, Othoniel May 19  
Puerto, Miguel April 28  
Ramirez, Demencio May 30  
Russell, Claude April 23  
Sanford, Oscar June 5  
Santo, Anthony May 30  
Sattler, John Sept. 1, 1999  
Smith, Edward May 29  
Stokes, Robert April 26  
Taylor, Robert May 21  
Tong, Ah June 16  
Urbina, Alsonso May 5  
Williams, Lavelle June 15



# 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. from August through December 2002. 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	Arrival Date	Date of Completion
Able Seaman	September 30 October 28	October 25 November 22
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	August 19 September 23 October 14	August 23 September 27 October 18
Bridge Resource Management (BRM) — Inland	September 30 October 21 November 11 December 9	October 4 October 25 November 15 December 13
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite)</i>	August 26	August 30
GMDSS (Simulator)	October 7 November 4 December 2	October 18 November 15 December 13
Lifeboatman/Water Survival	September 16 October 14	September 27 October 25
Lifeboatman/Water Survival <i>(one week)</i>	August 19 September 30 October 28	August 23 October 4 November 1
Radar	August 5	August 14
Specially Trained Ordinary Seaman (STOS)	September 16 November 4 December 9	September 27 November 15 December 20

## Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week (most recently beginning July 20, then August 3, etc.).

## 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 \_\_\_\_\_

## Recertification

Bosun October 7 November 1

## Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16 November 11	October 25 December 20
QMED - Junior Engineer	September 30	December 20
Welding	August 19 September 23 October 21 November 18	September 6 October 3 November 8 December 6
Engine Utility (EU)	October 20 November 25	November 15 December 20

## Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	October 7 December 2	October 18 December 13
Government Vessels	September 23	October 11
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	December 2	December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 5 September 23 October 28	August 9 September 27 November 1
Basic Fire Fighting/STCW	August 5 August 19 August 26 September 23 September 30 October 14 October 28 November 18 December 9 December 16	August 9 August 23 August 30 September 27 October 4 October 18 November 1 November 22 December 13 December 20
STCW Medical Care Provider	August 12 October 21	August 16 October 25

## 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, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

*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 FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 with their application. The payment should be made with a money order only, payable to LMSS.*

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

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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

8/02



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 628** — Completing the water survival course are unlicensed apprentices from class 626. They are (from left, front row) Lonnie Jordan, Daniel Link, David Seymore, Christopher Mermuys, Joshua Robinson, Francis Dundas, (second row) Erica Andrews, Eric Cheek, Gregory Alexander, Marquis Leonard, Clarence Wren, Karim Elgallad, Paul Guffey, Robyn Adamosky, Shane Petschow, (third row) Patrick O'Donnell, Richard Moore, Clay Kiichli and John Watson.



**Unlicensed Apprentice Water Survival Class 629** — Unlicensed apprentices who graduated from class 629 are (kneeling, from left) Joseph Sizemore, Matthew Waldman, DeGrick McLendon, Davany Bonilla, (standing) Shawn Allen, Edward Douville, Mike Hall, Travis Mathews, Steve Benavidez, Richard Egan, Leon Curtis, Daniel Hewlin, Lakindra Williams, Morgan Piper, Aaron Morton, Bart Drabenstot, Tony Fain, Matt Gibson, J.W. Olson, Jeb Warner and Jon Stratton.



**Tanker Familiarization/Assistant Cargo (DL)** — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course May 10 are (in alphabetical order) Muhiddin Awale, Robert Binder, Philip Cotey, Sylvester Crawford, Karen Domerego, Christopher Graham, Kenneth Hamilton, Joseph Jesnes, Antoine Lacy, Leanne Lankford, Arnulfo Lopez, Mark Mahoney, Joshua Phillips, Gerald Rogers, Jason Shead, Ruben Siclot Jr., Thomas Vain and David Wirtanen. Their instructor, Jim Shaffer, is at far right.



**Tanker Familiarization/Assistant Cargo (DL)** — Completing the tanker familiarization/assistant cargo (DL) course June 7 are (in alphabetical order) Saleh Ahmed, Theresa Ballard, Lou Cabano, Ruben Gamboa, Willie Harrington, Lamar Parker, Donald Stickens, Thomas White and Peter Wojcikowski. Their instructor, Jim Shaffer, is at far right. Also graduating from the course are unlicensed apprentices Alshea Dixon, Demarco Holt, Stanley Kordinak, Robert Norris, Robert Odmark, Marcus Peters, Jennifer Senner, Willie Waddell and Quincy Wilson. Their instructor, Jim Shaffer, is at far right.



**Able Seaman** — Seafarers who successfully completed the AB course April 26 are (in alphabetical order) Richard Blackman, David Cayetano, Rafael Concepcion, Michael Gallagher, Michael Jalbert, Kenneth Lattin, Lionel Lee, James Logan, Jerry Maya, William McIntyre, Zaid Muthala, Rusty Norman, Allan Oyao Sr., Fernando Oyao, Decadio Romney, Uriel Ross Sr., Louis Scull II, Robert Steiner, Kreg Stiebben, Dale Suiter II and Jermaine Williams. Their instructor, Bernabe Pelington, stands at far right.

## Upgraders Water Survival

Upgrading SIU members who successfully completed the water survival course May 10 are (in alphabetical order) Paul Armstrong, Joachim Buetzer, Anthony Burbank, Joseph Cooper, Oliver Dailey, Michael Daniels, Joie Flesner, Cornell Knox, Khalid Meftah, John Murray, Danny Nevel, Rayann Williams and Josephus Willis.



## Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. In photo at left are (from left, seated) James Logan, Lou Cabano, (standing) Rick Prucha (instructor) and Richard Davis. They completed the course May 24.

In photo at right are (from left, seated) William McIntyre, Ruben Siclot Jr., (standing) Rick Prucha (instructor), Jermaine Williams and James Logan. They completed the course May 17.





# Paul Hall Center Classes



**Limited License** — Graduating from the limited license course May 28 are (front row, from left) Carlos Pastrana, Eddie Torres, Felipe Gonzalez, Miguel Pizarro, Esly Pineda and Francisco Esperon, all from New York Waterway. In the back row are Ernest Walsh Jr. from Penn Maritime, Harry Abrams Jr. from Seabulk Towing and Instructor Stacy Harris.



**Ordinary Seaman** — Recent graduates of the OS course are (from left, front row) Harry Borden, Steven Pahlkoter, Donivan McCants, Andrez Bronkowski, Jennifer Senner, (second row) Anthony Lito, Robert Odmark, Willie Waddell, Randy Senatore (instructor), Nasser Hafid, Stanley Kordinak, William Faulkner and Luis Vasquez.



**Bridge Resource Management** — Express Marine boatmen who completed the bridge resource management course June 7 are (from the left, front row) Nick Grassia, Oswald Smithwick, Miles Ireland, Mike Daniels, (second row) Doug Covic, Garnett Leary, Melvin Braddy, Riley Johnson, Jim Kruger, (third row) Herb Walling (instructor), Jim Pruitt, Wayne Huebschman, Guy Pruitt, Allen Bradley and Billy Cahoun.



**Government Vessels** — Completing the government vessels course May 24 are (from left) Louis Scull II, Tyrone Bailey, Fernando Oyao, Jerry Maya, Lionel Lee and Greg Thompson (instructor).

*Any student who has registered for a class and finds— for whatever reason—that he or she cannot attend, please inform the admissions department so that another student may take that place.*



**Bridge Resource Management** — Allied Towing Co. boatmen who successfully completed the bridge resource management course May 10 are (from left, front row) Jim Boyer, Mike Willard, Dale Swarr, (second row) Herb Walling (instructor), Ernie Hudgins and Gene Payne.

## Basic Safety Training Classes



Oliver Dailey, Paul Dellorso, Fontanos Ellison, Vicente Escala, Richard Ho, Joseph Krajnik, Mark Marler, Danny Nevel, Kenneth Ross, Dennis Wilson and Arthur Hurd.



Debra Gardiner, Kevin Leino, Nur Holis, Luis Martinez, Blanca Ortega, Jack Povaser, Arthur Reed and Virgil Tudorache.



Elba Alfaro, Nancy Archie, Glenn Bamman, Zackay Brown, James Callahan, Virgilio Hoffmann, Ismael Martinez, Khalid Meftah, Gene Payne, Eddie Rember, Exl Ronquillo, Mary Suniga, Timothy Thompson, Andrea Ursem, Richard West, Jack Mohamad, Richard Doggett, Omaha Redda, Ralph Broadway and Thomas Gruber. (Note: Not all are pictured.)

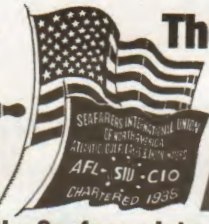


Greg Alvarez, Jackie Berry, Nkrumah Bond, Patrick Carroll Jr., James Conover Sr., Carlos Cui, Hazel Johnson Jr., Bernard Marquez, Veronica Vines, Mohamed Mohamed, James Morgan, Michael Phillips, John Prchlik Jr., James Reed, Stephen Ruppert, Zaid Shaif, Randy Snay, Louis Thibault, Ivan Perez and Jan Haidir.



Seller Brooks, William Cliett Jr., Byron Coleman, David Crisp, Irvin Crutchlow, Roberto Flauta, Christopher Flood, George Flores, Gerald Foley, Adel Gabel, Amer Ghaleb, Fadel Ghaleb, Faisal Kassem, Mohammad Khan, Clarence Mack Jr., George Nottingham, Rodrigo Pagar, Joel Ramos and Raphael Vargas.





The

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# Seafarers Log

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

**Attention Seafarers:**

See page 6 to learn about the new SPAD program.

## In the Port of Mobile . . .

In 1519, the Spanish explorer Admiral Alvarez de Pineda sailed into what is now known as Mobile Bay. But it was not until the expansion of the cotton trade in the 1800s that the port of Mobile became a major participant in America's water-borne commerce.

Mobile, today the second largest city in Alabama, is among the top 20 largest ports in the nation in terms of total tonnage, ahead of well known ports such as Tampa, Seattle, Charleston and Savannah.

SIU Mobile Port Agent Ed Kelly and his staff keep busy assisting the membership with their shipping needs as well as servicing the boats of Alabama Pilots, Inc.; tugs operated by Crescent Towing; and Gulf Caribe Maritime's tug and barge equipment.

They also meet with crew members aboard ships coming into the port of Pascagoula, Miss.—as well as service the SIU-crewed Delta Mariner, which is homeported in Pensacola, Fla. and transports rocket boosters and other space hardware from Decatur, Ala. to launch sites in Cape Canaveral, Florida and Vandenberg Air Force Base in California.



### National Maritime Day 2002

In photo above, Maritime Day was celebrated in Mobile at the memorial at Cooper Riverside Park. From the left are SIU Mobile Port Agent Ed Kelly, NMU Plans Representative Verona Gazzier, Recertified Bosun Thomas R. Temple, SIU Representative Hubert Cain and retired Seafarer Frank Gomez.



At a recent pensioners' get-together at the SIU hall in Mobile, retired Seafarer Hubert "Red" House (left) and SIU Rep Hubert Cain have time to chat.



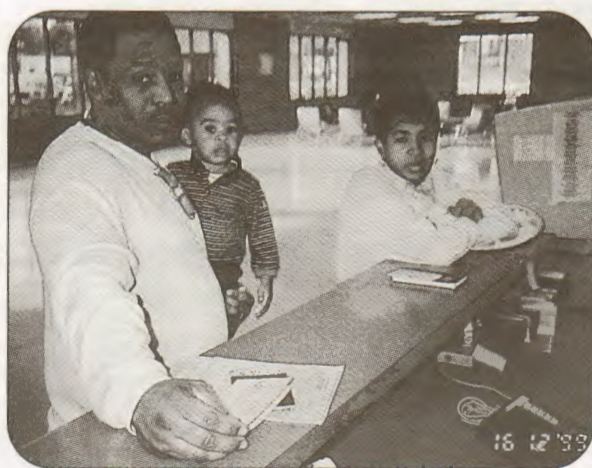
In the engine room of the Delta Mariner are (from left) First A/E Greg Wilson, Oiler Kevin Samuels, Oiler Clarence Scott and Oiler Kevin Shinn.



SIU Mobile Port Agent Ed Kelly joins with other members of the Mobile Port Council at a recent meeting. From the left are Ed Kahalley Sr. (a long-time member of the Democratic Executive Committee and a close friend of labor); Thomas Fisher, business manager for the Sheet Metal Workers #441; Billy Fisher, international organizer for the Sheet Metal Workers #441; Judge James Woods; Lambert C. Mims, former Mobile mayor; Donald Langham, district vice president PACE; Kelly (who also serves as executive secretary-treasurer of the Greater Mobile Port Maritime Council) and Judge Herman Thomas.



Captain Lonnie Johnson and his wife, Gladys, are pictured in front of the pilot boat operated by Alabama Pilots, Inc.



OMU Gregory Carroll Sr. is joined by his wife, Jacquelyn, and son, Gregory Jr., at the SIU hall in Mobile.



Standing in front of the Delta Mariner are (from left) AB Herbert Scypes Jr., Third Mate David Belliveau, Third A/E Charles Donley, AB David Dinnes and SIU Port Agent Ed Kelly.



Attending a Crescent Towing safety meeting are (front row, from left) Captain Joe Tucker; Engineer Kyle Tucker; (second row) Prentiss Willcutt, VP, Crescent Towing; Engineer Johnny Johnston; Tom Lambard, Crescent Towing Rep.; AB Paul Roach; (third row) BM1 Michael DeKort, marine investigator USCG Mobile; SIU Port Agent Ed Kelly; Captain Mike Yarbrough and Engineer Chris Walker.