

The

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Seafarers Log

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Hands-On Training Highlights Courses At Paul Hall Center

Practical training has always been a key component at the Paul Hall Center in Piney Point, Md. Today, because of STCW requirements for "demonstrations of competency," the school's hands-on curriculums are more useful than ever. Pages 12-13.

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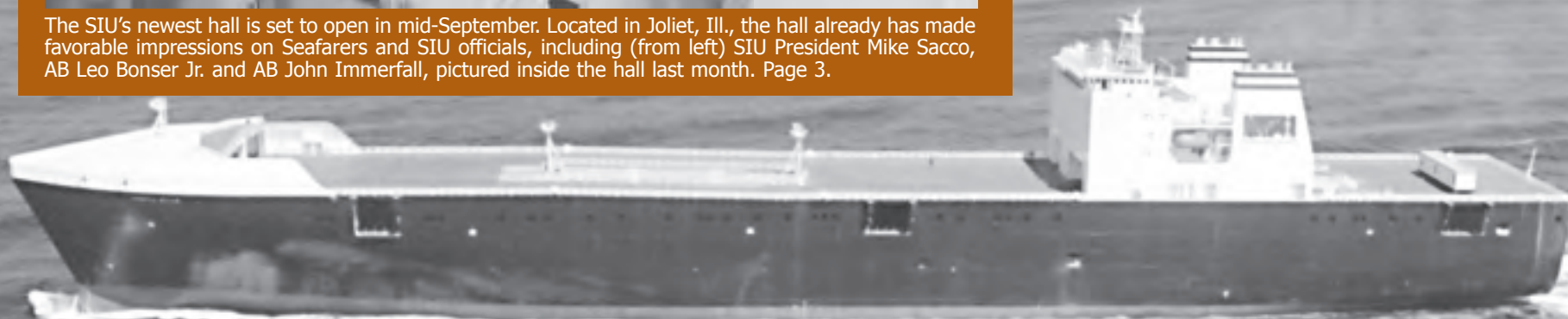


Joliet Hall Opens this Month



The SIU's newest hall is set to open in mid-September. Located in Joliet, Ill., the hall already has made favorable impressions on Seafarers and SIU officials, including (from left) SIU President Mike Sacco, AB Leo Bonser Jr. and AB John Immerfall, pictured inside the hall last month. Page 3.

AB Richard Campbell (left) and Bosun John Glenn helped ready the new TOTE ship *North Star* (below) for delivery last month. Page 3.



North Star Delivered!

President's Report

In Peace and War

When the largest power outage in our nation's history struck last month, Seafarers answered the call.



Michael Sacco

In a scene that couldn't help but bring back memories of September 11, SIU crews aboard NY Waterway passenger ferries transported 200,000 commuters from New York City on August 14. With subway and bus service as well as most other ground transportation out, Seafarers were there for their fellow citizens who desperately needed a ride toward home.

Thankfully, last month's events weren't anywhere near the same tragic scale as the terrorist attacks. But, they served up another reminder that U.S. mariners answer their nation's call—in peace and war.

The blackout came on the heels of numerous ceremonies honoring U.S. crews—including thousands of SIU members—who supported our troops by sailing in Operation Iraqi Freedom and in Operation Enduring Freedom. During those ceremonies, high-ranking officials from our government and armed forces described the U.S. Merchant Marine as patriotic, dedicated and reliable.

Many factors are behind that dependability and the similar steadiness shown by our ferry crews. Love of country. Devotion to duty. Upholding the tradition of the fourth arm of defense. Commitment to proper training that helps ensure safe operations. Willingness to sail into harm's way.

If you look a little further, you'll see other important components that allow our mariners to deliver the goods. Namely, laws such as the Jones Act and the U.S. Maritime Security Program, among others, which help maintain a pool of trained, loyal crews to sail aboard American-flag ships.

Put simply, the Jones Act works. Now more than ever, with our nation constantly under the threat of more attacks, common sense says it's more than reasonable to insist that cargo (and passengers) moving from one domestic port to another be carried aboard U.S.-flag, U.S.-crewed, U.S.-built vessels. In my book, that's the safest, most trustworthy combination on water.

Likewise, the Maritime Security Program, up for reauthorization possibly as soon as next month, works. Operation Iraqi Freedom proved it, although, as discussed here many times, the program already had shown its worth to U.S. national and economic security.

It's too bad that it sometimes takes unwanted circumstances to remind people of the merchant marine's importance. Yet our crews have consistently shined when they're most needed, during wars and other emergencies and peacekeeping missions. Time after time, we deliver.

Slowly but surely, more Americans are becoming aware of our critical role. During the war in Iraq, the merchant marine received at least a passable amount of media coverage—certainly far more than during Operation Desert Storm. And, just last month, Fox News Channel aired an hour-long piece on the heroism of America's World War II mariners. The segment concluded with a very appropriate acknowledgement of today's seafarers and their performance in Operation Iraqi Freedom.

Incredibly, even as some of our mariners return home from the war while others continue post-war sealift operations, new attacks on the Jones Act have surfaced, as reported elsewhere in this issue. Those attacks are a sobering reminder that the enemies of the U.S. Merchant Marine won't let up.

But they'll have to do more than trot out the same old weak arguments which are nothing more than thinly disguised attempts by foreign-flag interests to crush our industry. The U.S. Merchant Marine is a proven, valuable asset to this country. The administration knows it. The military knows it. So do plenty of people in Congress. And the public finally may be catching on.

With that in mind, I remain very optimistic about our industry's future. As we tackle new challenges to improve shipboard and port security, the cooperation between labor, management and government has never been better. With Operation Iraqi Freedom and the blackout as backdrops, our importance remains clear.

The opportunities to strengthen our fleet have never been more critical or viable. Whether by protecting the Jones Act, or expanding the Maritime Security Program, or strengthening the fight against runaway flags, the SIU will continue to help lead the battle to maintain a strong U.S. Merchant Marine.

Our members—and our nation—deserve nothing less.

Seafarers Can Help Plan Contain Medical Costs

The Seafarers International Union, like many organizations in the United States today, is continuing its battle against the rapidly rising cost of health care for its members.

As noted in last month's *Seafarers LOG*, while many employers are trying to shift the skyrocketing health care costs to the employees, the SIU and other unions are meeting the challenge by fighting hard when negotiating new contracts to try and keep a high level of health care benefits with minimal responsibility on the part of the member.

Plans administrators from a number of maritime unions participated in a meeting at SIU headquarters July 22 aimed at combating the continually rising health care expenses. Their goal is to work together to fight the increasing costs of providing quality medical care for their memberships. Their next meeting will take place Sept. 4 at the MM&P headquarters and will include representatives from the Seafarers, NMU, MFOW, MM&P, AMO, SUP, MEBA and ARA.

In addition to the work that the union officials are undertaking, there also are ways that each individual member can help reduce the costs of their medical care.

Before undergoing any medical procedure, be sure to ask the provider if the course of action is, indeed, necessary and, if so, whether they accept the Seafarer's insurance of 100 percent "reasonable and customary." After a procedure has been done and the insurance has covered the "reasonable and customary" portion, the Seafarer may wish to call the provider and ask them to write off the balance, since

the 100 percent "reasonable and customary" has already been paid.

The Seafarers Health and Benefits Plan has an understanding with the Eckerd Pharmacy chain (including Genovese and Thrift drug stores), which offers a discount for prescriptions to those Seafarers and their dependents who show a Seafarers Health and Benefits ID card. This will result in an immediate reduction in any out-of-pocket monies spent to fill each prescription. Once the discount has been given, eligible members and their dependents should submit their prescription claims to the Seafarers Health and Benefits Plan for reimbursement. This results in a lower out-of-pocket payment by the Seafarer as well as a reduced cost to the Plan.

Another way to minimize prescription costs is to ask your doctor to prescribe (or your pharmacist to fill) a generic version, whenever possible, of the prescribed drug. In some cases, the difference in price is significant.

Minimizing prescription costs is one component of affordable health care. Another is checking the invoices from doctors or hospitals. When Seafarers receive a bill from a health care provider, they should look it over carefully to see if it includes charges for services not received or services billed twice. If it does, the doctor or hospital should be contacted to have the mistake corrected. Once a correction has been made, the Seafarer should contact the Health and Benefits Plan office. After verifying the correction, the Plan will pay the Seafarer a bonus which is equal to 25 percent of the amount he or she saved the Plan—up to a maximum of \$500.

Safety Team Explores Latest Security, Training Issues

Examining a host of important issues that affect Seafarers, SIU safety directors last month met at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The five-day session marked the fifth annual conference of the union's safety directors.

"It gave all the representatives the opportunity to compare situations in various ports, and that really helps us be in a better position to address the needs of the membership," said Joe Mieluchowski, the union's safety director for the port of Philadelphia. "Port security obviously is an issue of great importance, and that was one of the main topics we discussed."

The typically full agenda included tours of the school's simulator complex, admissions office, manpower department,



Crowley Marine's Dominic LaSenna reviews key aspects of quality assurance standards.



Cole Cosgrove of Crowley Marine Services discusses vessel security issues.

small arms range and Joseph Sacco Fire Fighting and Safety School. The safety directors also revisited STCW issues, effective communication and more. Additionally, they welcomed safety presentations from SIU-contracted Crowley Marine Services and Dyn Marine.

"It was great, very informative," stated SIU New York Safety Director Joe Baselice. "We covered so much—interaction with the companies, port security procedures, the (impending) new ID cards, STCW.... Basically, what to look out for and what's ahead."

Archie Ware, SIU safety director in San Francisco, said the communications lessons proved especially useful, as did the meetings with SIU headquarters officials and representatives.

Safety directors who participated were Mieluchowski, Baselice, Ware, Amancio Crespo (Puerto Rico), David Heindel Jr. (Houston), Steve Ruiz (Jacksonville), Samuel Spain (Norfolk), Jeff Turkus (Wilmington, Calif.), Chris Westbrook (New Orleans) and Chad Partridge (Algonac, Mich.).

Company representatives who addressed the group included Cole Cosgrove and Dominic LaSenna from Crowley Marine Services and Jake Jacobs and Anthony Williams from Dyn Marine.



Jake Jacobs of Dyn Marine addresses SIU safety directors at the Paul Hall Center.

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SIU Ferry Crews Come Through Again

Seafarers who crew NY Waterway passenger ferries provided transportation for scores of commuters in the New York region during the Aug. 14 power failure which forced the evacuation of office buildings, stranded thousands of commuters and inundated some hospitals with people who fell victim to the oppressive heat.

The outage—whose cause still is under investigation by the U.S. Department of Energy—struck abruptly at 4:11 p.m. ET and cut off electricity to millions of residents in New York City, Toronto, Ottawa, Detroit and Cleveland. Other affected cities included Buffalo, Albany and Syracuse, N.Y.; Hartford, Conn.; Lansing and many other smaller cities in Michigan; Akron and Toledo, Ohio and some counties in southeast Pennsylvania. It was the largest power failure in U.S. history and lasted upwards of 10 hours in some areas. An estimated 50 million people were without power during this period.

In the New York region, virtually every mode of transportation failed except for ferries and feet. Reports say traffic jams grew to dozens of miles long, bringing buses and even emergency vehicles to a standstill. Police and hordes of self-deputized citizens

tried to control the streets with handmade stop and go signs. Subway and commuter trains were paralyzed on their tracks, some in tunnels. A Long Island Railroad Train reportedly was trapped beneath the East River for almost two hours with no air conditioning.

With no trains running, cabs marooned or practically nonexistent and buses moving only a few blocks an hour, people around the region tried to get home any way they could. Pedestrians for hours packed the Manhattan and Brooklyn Bridges as they streamed their way away from the island. Ferry lines, according to some reports, reached lengths of a third of a mile in lower Manhattan.

NY Waterway had 50 vessels in service immediately following the blackout. Captains and crews worked extended hours to accommodate as many commuters as possible. Despite the fact that many would-be passengers waited in line for more than two hours—a result of sheer volume—NY Waterway vessels and crews still got the job done. In the end, 200,000 people were ferried off the island, 40,000 more than the company accommodated during September 11.

SIU Capt. **Tom Colomara** and

his crew aboard the *Bayonne* provided transportation for some 4,000 people during his shift. A resident of Brooklyn, N.Y., Colomara has been a Seafarer for almost two years. “We worked from about 2 p.m. until midnight on the day of the blackout,” Colomara recalled. “We were all very busy and at times it was particularly demanding dealing with the passengers.”

“It was very hot and most of them (the passengers) were nervous and scared because they did not know what was happening,” the captain continued. “I’m sure that many of them had flashbacks about 9/11 and that’s understandable considering the circumstances. I’m just glad that everything worked out in the end.”

“Altogether, we made about 25 to 30 runs during our shift and we were filled to capacity on each run,” Colomara concluded. “Everyone (the crew) did a great job in getting as many people home safely as they could. I’m delighted with their efforts.”

Bob Capenegro, the SIU captain of the *Lautenberg*, worked his normal shift and then was called back in to man his vessel for an additional four hours on the day of the blackout. “It turned out to be a pretty exciting evening for myself and the crew,” said the

SIU member of three years, who lives in Atlantic Highlands, N.J. “Normally, we provide transportation for about 1,100 people daily. On the day of the blackout though, that number more than doubled. I’d say that we ferried more than 2,000 people. When you consider that the capacity of my boat is 150 people, that’s quite a few runs.”

Capenegro echoed Colomara’s description of passengers’ moods. “Most of them were nervous because they didn’t know what caused the power failure. Many thought it was another terrorist attack at first, but after we told them that it was not, they felt relieved,” Capenegro said. “A lot of others were upset because they could not get out of the city when they wanted to. Many could not leave until 10 p.m. and they were pretty irate about that, but we did our best to calm their moods and get them home as soon as possible.”

“We are very proud of the job our captains and crews did in the aftermath of the blackout,” said Michael McPhillips, NY Waterway operations manager. “The performance and professionalism they exhibited during this episode was nothing less than spectacular. It was a true testament to their tremendous dedication and

superb training.

“I really was not surprised at their performance,” concluded McPhillips, who himself is a former SIU deep-sea division member. “They always rise above the occasion.”

NY Waterway has the largest ferry and excursion fleet in NY Harbor. The company’s SIU-crewed vessels provide ferry service between Hoboken and Manhattan, seven days per week.

Elsewhere, the blackout had a minimal lasting impact on the SIU and its operations. SIU Vice President Atlantic Coast Joseph Soresi noted that the union’s hall in Brooklyn closed early the day after the outage, since it had no operable computers or phones and the city’s transportation system largely was crippled. All was back to normal on Monday, however.

SIU Vice President Great Lakes Tommy Orzechowski had a similar assessment of the power outage. Operations at the SIU hall in Algonac mostly were unaffected by the blackout. “Although the people in Detroit had a 24-hour outage, everyone remained calm and in control of the situation,” he said. “We did have a boil-water order in effect, but that was about it.”

Joliet Hall Set to Open

The SIU’s newest hall, located in Joliet, Ill., is set to open in mid-September.

“We’re tentatively planning to open on September 15, and the hall should be fully functional by the end of the month,” noted SIU Vice President Great Lakes Tommy Orzechowski. “We’re still getting our mainframe access

in place as well as working out some other details, but we’ve made a lot of progress.”

Seafarers may call the hall at (815) 723-8002. The hall is located at 10 East Clinton Street in downtown Joliet, occupying two stories of a corner building.

Members who visited the hall last month liked what they saw.

“It’s a welcome addition,” said AB **Leo Bonser Jr.** “It saves the members in this area a lot of driving time to either St. Louis or Algonac.”

AB **John Immerfall**, who sails with Great Lakes Towing, said he’s “glad to see a hall in the Chicago area. This means the patrolmen will be at our tug facilities more often. They’re a welcome site anytime.”

AB **John Benjamin** said the

hall is “another item that continues to put the SIU on the map in our region. My compliments to (SIU President) Mike Sacco, Tommy and the rest of the SIU leadership for making this possible.”

The hall, which also is open to members of the SIU-affiliated United Industrial Workers and the Seafarers

Entertainment and Allied Trades Union, is accessible by public rail and bus services. Plenty of parking is located nearby.

The interior is well-lighted and consists of approximately 2,500 square feet. The hall will utilize an electronic shipping board.



Checking out the electronic shipping board are (from left) SIU VP Great Lakes Tommy Orzechowski, SIU President Mike Sacco and Seafarers John Benjamin and Frank Melgoza.

Other features include a second-floor conference room and a comfortable seating area (with television) on the ground level.

A baseball stadium—home of the minor league Joliet Jack-Hammers—is located a few blocks from the hall.



SIU Port Agent Don Thornton and Joliet secretary Nicole Mackowiak have helped ready the hall for a September opening.



The hall occupies two stories at 10 East Clinton Street.

North Star Delivered to TOTE

The SIU-contracted *North Star* was delivered Aug. 22 to Totem Ocean Trailer Express (TOTE), signaling new shipboard job opportunities for Seafarers.

The *North Star* is the second of two new Orca-class trailerships built by San Diego’s NASSCO



The main deck includes an enclosed bow to provide cover during rough weather.

Shipyard for TOTE’s service from Tacoma, Wash., to Anchorage, Alaska. Sister ship *Midnight Sun* was delivered to TOTE in April.

Both ships are 840-foot-long, 118-foot-wide roll-on/roll-off cargo ships capable of carrying highway trailers as large as 53 feet in length. Cargo decks total 360,000 square feet and can carry up to 600 cargo trailers and 220 autos as well as oversized freight. The ships employ the latest in marine and environmental protection technologies, including twin-screw, diesel-electric propulsion that can achieve a speed of more than 24 knots.

Both vessels already have received awards for their environmentally sensitive design features. These awards include the States/British Columbia Oil Spill Task Force Legacy Award for 2000, the Alaska Department of Environmental Conservation Commissioner’s 2000 Pollution Prevention Award, and the U.S. Coast Guard’s William M. Benkert Foundation 2002 Environmental Excellence Bronze Award.



Pictured aboard the *North Star* on Aug. 15 in San Diego are (standing, from left) Bosun John Glenn, SIU Wilmington, Calif. Port Agent John Cox, AB Carmine Bova, AB Deocadio Romney, (seated) AB Saleh Alsina and AB Fadhel Saleh.

Horizon Hawaii Helps Save 3

Atlantic Rescue Takes Place in Rough Weather

Merchant mariners aboard the SIU-crewed *Horizon Hawaii* during the mid-evening hours of May 17 came to the aid of three people in distress aboard a sailing vessel in the Atlantic Ocean.

While steaming on a southbound course for Puerto Rico—and located at 37 degrees 1 minute North Latitude and 72 degrees 44 minutes West Longitude—the *Hawaii* at about 8:55 p.m. received a distress call via radio from the *Gina*, a 44-foot Irwin Sloop. Three people (Kathleen O'Sullivan, Frank Grande and Captain Jay Sweet) were aboard the troubled vessel, which was located some 150 miles off the North Carolina coast and on a northbound course for Maine. Because of equipment malfunction, the *Gina* could not establish contact with the U.S. Coast Guard, or sail due to a broken shroud. To add to the trio's problems, their fuel tanks were contaminated. Because their vessel's decks were awash, however, they had no way to refuel.

The craft was not taking on water yet, but it would only be a matter of time before their situation became grave. The sloop could only maneuver on a northerly course and, due to rough seas and swells, crew members feared the rolling might bring down their mast.

After being briefed on all the particulars—especially the deteriorating sea conditions near the distressed vessel—and weighing

his options, *Hawaii* Captain F. John Nicoll at about 9:15 p.m. changed course and headed for the *Gina*, which was located about 10 miles away and to the north. Some 40 minutes later, the *Hawaii* arrived on the scene and continued contact with the U.S. Coast Guard in New York who in turn relayed them to their counterparts in Portsmouth, Va.

The resulting dialogue between the *Hawaii* and the Coast Guard led all concerned to the conclusion that it would be far too dangerous for the container ship crew to attempt to board the *Gina* to rescue its crew. In addition to darkness, the barometer at the time was going down, winds were northeasterly at 20-25 knots, the swell was 12-15 feet and the seas were 8 feet.

The Coast Guard opted to dispatch a rescue helicopter and a C-130 aircraft to the location for the rescue mission. Meanwhile the *Hawaii*, with its entire crew at the ready for whatever they were called upon to do, stood by with the *Gina*. While waiting, the *Hawaii* crew remained in contact with the Coast Guard, relaying messages back and forth between them and the *Gina*.

About one hour later, the C-130 joined the *Hawaii* at the scene. Another hour passed and the rescue helicopter arrived and began retrieving the sailboat crew. Shortly before 1 a.m., all three were safely aboard the helicopter and headed back to

Virginia. The *Hawaii* came about, increased to sea speed and resumed its course for San Juan.

Seafarers aboard the *Hawaii* at the time of the rescue were: Bosun **David Murray**, ABMs **Dwayne Gordon** and **Pat Lavin**, ABWs **Ricardo Quinones**, **Gregory Johnson**, **Keith Obryan** and **Wilfredo Cruz**, QEE **Roy Frett**, OMER **Omer Omer**, GUDE **Fadel Ghaleb**, EU **Eliester Montalvo**, Oiler **Pablo Albino**, Chief Cook **Leopoldo Ruiz**, SB **Joseph Gallo**, UMM **Arturo Lopez** and UAs **Sergio Gonzalez Lopez** and **Michael Pockat**.

Gina crew member Grande, who also is a captain, expressed his gratitude to everyone aboard the *Hawaii* in correspondence to Captain Nicoll. In part, Grande wrote: "Words cannot express my heartfelt gratitude for your assistance in my time of need. The Atlantic Ocean, far from a safe shore, is a lonely, desolate area. Hearing your response was a big factor in our safe rescue and ulti-



Seafarers and officers aboard the *Horizon Hawaii* pose on deck for a snapshot after taking part in the rescue of three persons from a vessel in distress in the Atlantic Ocean.

mate survival. To all the hands that responded and volunteered, I thank you from the bottom of my heart and present to you the ultimate gift: three lives saved. Your diligence and attention to detail, when presented with our emergency rescue, is indicative of a well-trained, coordinated crew."

Fellow *Gina* crew member O'Sullivan likewise was appreciative and in a letter to Captain Nicoll offered: "I can't begin to

describe the sense of relief we felt when you answered our Pan Pan... The willingness and enthusiasm of you and your crew to turn around and stand by us deserves gratitude and commendation that are beyond words. Our prayers to the Gods of the High Seas were answered in the form of a container ship called the *Horizon Hawaii* and its captain and crew. We are forever in your debt."

SIU's Corgey, UIW's Armstrong Elected VPs of Texas AFL-CIO

An SIU official and a chief shop steward from the Seafarers-affiliated United Industrial Workers (UIW) made history in July when they were voted to key positions in the Texas AFL-CIO.

SIU Vice President Gulf Coast Dean Corgey and Mike Armstrong, chief shop steward at the UIW-contracted Crown Cork & Seal plant in Abilene, Texas, became the first two individuals affiliated with the SIU to occupy state labor federation executive board posts simultaneously in any state in the union. Corgey was re-elected vice president for District 3, Texas AFL-CIO while Armstrong was chosen as vice president for the federation's District 15. Both were selected for their posts during the federation's 43rd Constitutional Convention in Austin, Texas.

This marks at least the seventh time that Corgey has been chosen for the vice president's post in District 3.

Armstrong, like Corgey, is no stranger to the labor movement or to the importance of grassroots political action. He currently is a four-term president of the Abilene/Big Country Central Labor Council. Armstrong also is serving his second three-year term as chief shop steward.

Elsewhere at the convention, Communications Workers of America Local 6137 President Becky Moeller also made her mark in history. Moeller became the highest-ranking labor woman



Dean Corgey



Mike Armstrong

in Texas and the first woman ever to be elected to the office of secretary-treasurer.

Former secretary-treasurer and longtime labor official Emmett Sheppard was elected as the federation's new president. Sheppard replaced Joe Gunn, who retired after holding the top office for 14 years.

Jersey City Mayor Hoists Merchant Marine Emblem

For what is believed to be the first time in the history of Jersey City, N.J., the U.S. Merchant Marine standard flew above city hall this summer, joining the flags of the armed services.

The flag was hoisted by Jersey City Mayor Glenn D. Cunningham, a former U.S. Marine, Jersey City Police captain and U.S. Marshall. Joining the mayor was his deputy, Eugene Drayton, a combat veteran of the Vietnam War and retired Hoboken, N.J. police



Jersey City Mayor Glenn D. Cunningham (center) prepares to raise the U.S. Merchant Marine flag at city hall. Joining him are Deputy Mayor Eugene Drayton (left) and Recertified Steward Joey Gallo.

detective.

The flag was a gift to the citizens of Jersey City, presented on behalf of the SIU by Recertified Steward (and former U.S. Marine) **Joey Gallo Jr.**

Mayor Cunningham delivered an impromptu speech thanking Seafarers and all U.S. mariners for their "extraordinary contributions to our country." He acknowledged the sacrifice of past and present mariners and wished all in theater throughout the world a safe return.

Gallo thanked the mayor and deputy mayor for supporting the U.S. Merchant Marine.

The mayor concluded by saying it was his pleasure "to be a brother of the Brotherhood of the Sea."

Gallo serves as a special assistant to the mayor on community, labor and port maritime issues.



Mayor Cunningham hoists the flag as Deputy Mayor Drayton and Gallo observe.

Notice

NMU WELFARE PLAN - CHANGES IN ELIGIBILITY REQUIREMENTS

The Plan Administrator will be notifying all Participants in the NMU Welfare Plan that benefit eligibility requirements will change effective January 1, 2004.

The revised rules will require a Participant to sail in covered employment for at least 120 days in a calendar year to be eligible for benefits in the following year. A Participant will also be required to sail one day within six calendar months before the date of a claim or sail in the month in which a claim is incurred as long as the day of employment precedes the date of the claim. Vacation days will no longer count as days of covered employment.

The Plan Administrator supplied the following example of how the new rules will work. John Smith works in covered employment for 120 days in the period from January 1, to December 31,

2003. His last date of employment is December 31, 2003. He then works one day in January 2004 and one day in July 2004. Thus, he has fulfilled all of the eligibility requirements and the Plan will pay all covered medical expenses incurred in 2004. Periods of disability as a result of illness or an accident will count as covered employment as long as a Participant conforms to Plan Regulations. One half of the time spent attending courses at the Paul Hall Center for Maritime Training and Education will also count as days of covered employment.

Eligibility for each of the following years will be subject to the same requirements.

Plan Participants are encouraged to review their work experience for 2003 in order to maintain their eligibility for benefits.

SIU Stands Up for Mariners' Rights

Union Backs Most of MTSA's New Regulations, But Stresses Need for Fair Rules for Shore Leave

The enactment of effective, realistic and fair security rules to protect America's ports and waterways from a terrorist attack continues to be a priority of the highest magnitude for the U.S. Department of Homeland Security.

The agency on July 1 announced the publication of temporary interim rules governing the implementation of the Maritime Transportation Security Act of 2003 (MTSA) and solicited feedback via written comments from affected entities.

As reported earlier in the *Seafarers LOG*, U.S. maritime unions, including the SIU, are at the forefront and remain extremely energetic in moving toward greater shipboard and port security. The SIU has met with representatives from the U.S. Coast Guard, officials from numerous U.S. ports, the International Transport Workers' Federation, the International Maritime Organization and the International Labor Organization, among others, to facilitate the identification and enactment of effective, realistic and fair security rules.

In keeping with its resolve to remain active in this arena and pursue measures that best address the needs and satisfy the interests of its members, the SIU in correspondence to the U.S. Department of Transportation voiced its views on the recently published interim rules on the MTSA. Following are excerpts from the letter, which is dated July 31, signed by SIU President Michael Sacco and addressed to the Docket Management Facility, (USCG-2003-14792), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 200590-0001:

The Seafarers International Union of North America (SIU), AFL-CIO, representing thousands of American merchant mariners employed on U.S.-flag vessels in the domestic and international waterborne trades is

pleased to generally comment on the temporary interim final rules published on July 1, 2003 with regard to the implementation of the Maritime Transportation Security Act, recent amendments to the International Maritime Organization's International Convention for the Safety of Life at Sea (SOLAS) and the International Ship and Port Facility Security Code (ISPS). Since our comments are general in nature and embody issues from several of the temporary interim rules, the SIU has chosen *USCG-2003-14792, Implementation of National Maritime Security Initiatives*, as the vehicle for submission of our comments.

The SIU applauds the Coast Guard for its monumental effort in promulgating these extensive regulations in such a timely manner. The SIU generally endorses the precepts contained in the temporary interim rules dealing with the general implementation, vessel, port and facility security rules. However, there are select items within these rules that warrant concern and comment. The SIU will focus its comments on those issues, as follows:

Access to Shore: The SIU advances that in promulgating its temporary interim final rules, the Coast Guard has failed to confront the current critical problem of seafarer access to shore. Shore leave is undoubtedly one of the most vital elements of a seafarer's well being in terms of living and working conditions. Since seafarers live and work on a vessel for long periods of time, access to shore and access to the vessel by representatives of seafarers' welfare and labor organizations is essential and should not be irresponsibly denied by ports and terminals. Unfortunately, widespread incidents have been reported where both U.S. and foreign merchant mariners have been denied access to shore at certain U.S. ports and terminals, even though the U.S. mariner holds credentials that the Coast

Guard currently considers acceptable for access to waterfront facilities and port and harbor areas and the foreign-flag seafarer has been cleared by the Immigration and Naturalization Service.

The inconsistency of various maritime port (facility) security measures and precautions in many instances preclude a mariner's opportunity for shore leave. It appears that every terminal and berth is interpreting its security advice in an individualistic fashion, often denying both U.S. and foreign seamen port access. Security procedures in some ports go far beyond what is currently recommended/required by federal agencies. In different parts of the country, private port facilities have required that U.S. merchant mariners remain on their vessels, denying them shore leave and port access even though these mariners hold federally issued identification documents. Often, these security precautions are not equally applied to truck drivers and contract workers from outside.

Moreover, as previously noted in submissions to the docket on maritime security by various entities, current U.S. law recognizes that shore leave is necessary for a mariner's well being and the safe and efficient operation of the vessel, as enunciated in the 1943 United States Supreme Court decision in the case of *Aguilar vs. Standard Oil Company*: "The assumption is hardly sound that the normal uses and purposes of shore leave are exclusively personal and have no relation to the vessel's business. Men cannot live for long cooped up aboard ship without substantial impairment of their efficiency, if not also serious danger to discipline. Relaxation beyond the confines of the ship is necessary if the work is to go on, more so that it may move smoothly. No master would take a crew to sea if he could not grant shore leave, and no crew would be taken if it could never obtain it. Even more for the seaman than for the landsman, therefore, the superfluous is the necessary...to make life livable and to get work done. In short, shore leave is an

elemental necessity in the sailing of ships, a part of the business as old as the art, not merely a personal diversion."

Denial of shore leave is patently unfair to merchant mariners and may be interpreted as a basic rejection of their human rights and a degradation of their human dignity. As noted, merchant mariners are oftentimes aboard a vessel months at a time. They look forward to shore leave in order take care of certain personal needs that many of us onshore take for granted—a phone call to family, a haircut, purchase of reading material, a visit to a church or religious seafarers' welfare organization, or just a walk on land. The SIU believes that shore leave is a fundamental seafarers' right—a cherished right that authorities should deny only in compelling circumstances and for compelling reasons. However, when seafarers are properly credentialed and vetted or have cleared scrutiny by Immigration and Naturalization Service, shore leave should not be arbitrarily denied.

Recognizing the seriousness of this problem and possible repercussions and retaliatory possibilities, delegates to the International Maritime Organization's Diplomatic Conference on Maritime Security in December 2002 adopted language to the ISPS Code on this urgent issue, as noted in the preamble to Part A, as follows: "Contracting governments when approving ship and port facility security plans should pay due cognizance to the fact that ship's personnel live and work on the vessel and need shore leave and access to shore based seafarer welfare facilities, including medical care." In our view, this phraseology implies that shore leave provisions should be addressed in ship and port facility security plans.

The essentiality for crew shore leave was also emphasized in the ISPS Code mandatory Part A under the provisions for a port (facility) security plan. The port (facility) security plan "shall address procedures for facilitating shore leave for ship's personnel or personnel changes, as well as access of visitors to the ship

including representatives of seafarers' welfare and labour organizations."

Unfortunately, the temporary interim rules issued by the Coast Guard do not reflect this ISPS requirement. Essentially, the agency has abdicated its responsibility to address the crucial shore leave problem. The temporary interim rule merely "encourages both the vessel and the facility operators to coordinate shore leave for mariners, as well as procedures for access through the facility by visitors, including port chaplains and union representatives." The temporary interim rule places the responsibility on the vessel and facility owner/operator to "ensure coordination of shore leave for vessel personnel or crew change-out, as well as access through the facility of visitors to the vessel, including representatives of seafarers' welfare and labor organizations, in advance of the vessel's arrival." The Coast Guard does not require crew shore leave procedures to be included in the facility security plan, as stipulated in Part A of the ISPS Code.

Therefore, the SIU urges the Coast Guard to include shore leave provisions as mandated in Part A of the ISPS Code as a required provision in the facility security plan final rule. Further, the SIU strongly recommends that the Coast Guard deny approval of a facility security plan if it does not include shore leave provisions and procedures.

Area Maritime (Port) Security Committees: The SIU endorses the Coast Guard's objective as articulated in the discussion of the temporary final rule with regard to area maritime security (*USCG-2003-14733*) that Port Security Committees established prior to the promulgation of this rule and established under the guidelines of Coast Guard Navigation and Vessel Inspection Circular 9-02 be considered Area Maritime Security (AMS) Committees. This determination provides the port and port community with a sense of continuity and further progression of the work initiated prior to the publication of a final rule.

Moreover, in the discussion portion of this temporary interim rule, the Coast Guard enunciates its intent and lists specific groups that may be included in an Area Maritime Security Committee, including "...labor organizations, port managers, and vessel and facility owner/operator secu-

Continued on page 9

ITF's Cockroft: Reexamine 'Cozy Contract' Between Taylor, Liberian Ship Registry

The International Transport Workers' Federation last month issued the following statement from ITF General Secretary David Cockroft. Commenting on Charles Taylor's departure from Liberia, Cockroft said, "We're more than glad to see the back of that villain and hope that his accomplices will also be swept from power. Any cleansing of the mire of corruption and violence that is Liberia must include the removal from their maritime posts of the justly UN condemned Benoni Urey and Agnes Taylor, and a reassessment of the cozy contract signed by [the Liberian International Ship and Corporate Registry] and the Liberian dictator."

He continued: "Putting aside

the joy of all decent people that Taylor is out, there are some issues about where the Liberian register goes from here that continue to concern us. These include the lack of any rule of law in Liberia and, by extension, the ships flying its flag. Compliance with international law and the rooting out of corruption must be one of the immediate tasks facing any new government, and the retention of FOC status does not bode well for that mission.

"Liberia must develop sources of sustainable income generation and the \$18 million provided by the flag, as well as being a drop in the ocean in terms of its reconstruction, humanitarian and developmental needs, does not meet that need."

SIU Officials Discuss Maritime with Governor



During last month's meeting of the AFL-CIO executive council in Chicago, SIU President Mike Sacco (right) and SIU VP Great Lakes Tommy Orzechowski (left) chatted with Illinois Governor Rod Blagojevich, who formally addressed the executive board. The trio discussed the importance of maintaining and creating good jobs for the working families of Illinois and the crucial role that the U.S. Merchant Marine plays in America's national and economic security.

Winning Combination

Alaskans, School Benefit from State's Joint Efforts with Paul Hall Center

Alaska and the Paul Hall Center for Maritime Training and Education, in conjunction with the SIU and its contracted employers, continue to help provide residents of America's northernmost state with the opportunity to start careers in the U.S. Merchant Marine.

Six years ago, the union began working with Alaska's congressional delegation, the governor's office and local officials to offer Alaska citizens an avenue to join the unlicensed apprentice program offered at the Paul Hall Center in Piney Point, Md. More recently, the union and school partnered with Alaska Governor Frank Murkowski and his administration to recruit and train dislocated workers from Alaska for jobs in the merchant marine through a Ketchikan-based non-profit agency called SEA Link. Additionally, a separate Anchorage-based program has helped Alaskans gain employment on "riding gangs" aboard SIU-contracted Alaska Tanker Company vessels taking North Slope crude to refineries on the West Coast.

These efforts have been facilitated by the opening of the SIU hall in Anchorage, Alaska in May 1997. Since then, nearly 50 Alaskans have graduated from the unlicensed apprentice program, and many have returned to the Paul Hall Center to upgrade. Another 26 individuals currently are enrolled in different phases of apprentice training at the school, while three other Alaskans have

completed the school's program for military veterans.

Through the program for displaced Alaska fishermen, which began only this year, 18 individuals have trained at Piney Point and subsequently shipped out aboard SIU-contracted vessels. A dozen more were ready to ship out as this issue of the *Seafarers LOG* went to press.

Further, as of late August, 21 Alaskans were training at the Paul Hall Center via the SEA Link program. A dozen more were scheduled to start training this month, and 10 others are slated to begin their schooling in October.

"With more work coming to Alaska through the movement of cargo and oil on U.S.-flag ships, it's appropriate that Alaskans have the opportunity to work on these vessels," said SIU President Michael Sacco. "Thanks to the cooperative work of the union, the school, the union's contracted companies as well as government, these programs help give Alaskans the chance to travel to Piney Point and join others from around the country in learning what it takes to become a merchant mariner."

The apprentice program, substantially expanded in the 1990s, has been a staple of Piney Point training since the school opened in 1967. Trainees start with 12 weeks of basic seamanship schooling at the Paul Hall Center and then spend 90 days aboard a U.S.-flag ship alternately work-



From apprentice training to upgrading, students from Alaska regularly take advantage of the vocational schooling opportunities available at the Paul Hall Center. Pictured above at the school are all the students from Alaska who were enrolled at Piney Point last month.

ing in each shipboard department. Finally, they return to the school for another five weeks of safety and department-specific training.

When Alaskans began entering the apprentice program in 1997, Alaska Senator Ted Stevens called it "a great opportunity for Alaskans to get the training they need for a maritime career. This program fills a void."

Harold Holten, SIU port agent in Anchorage, noted that Alaskans have flourished at the Paul Hall Center. "The individuals we've gotten from our recruiting efforts in Alaska have been exceptional," he said. "They tend to be the leaders among their peers at the school."

He added, "This all started when Congressman Don Young (R-Alaska) visited a ship years ago while at port in Valdez and asked to speak to the Alaska hires. When the ship's captain responded that there were no Alaskans on board and that he didn't know of any crew members on other ships that were Alaskan, Congressman Young got the ball rolling with local marine businesses to sponsor schooling for Alaskans interested in seagoing jobs."

Since then, response from

Alaskan students has been exceptionally positive. The remarks of Eileen Lammers, a recent graduate of the apprentice program, are very much representative of her fellow Alaskans who have trained at Piney Point. "People at school want to help," she said. "It's tough love, but they really want us to succeed. I also was surprised by how much there is to learn. I started college when I was 17, was going into accounting but didn't like it, and figured this (Piney Point) would be a way to

figure out what I want.

"I noticed a big difference right away," she continued. "In college you're in the books all the time. Here, if you need help, they take time out and show you how things are done. I see that with a lot of students here, including academics. In college, you're on your own. Here, it's more of a family organization. We help each other."

For more information about the Paul Hall Center, see pages 12-13.



Gathering in the training and recreation center at Piney Point are the first displaced Alaskan fishermen to train at the Paul Hall Center. Joining them are (among others) SIU President Mike Sacco, Paul Hall Center VP Don Nolan and SIU Anchorage Representative Harold Holten.



Alaska native David Hammitt readies for the next hands-on exercise.



Eileen Lammers, the first Alaskan Indian female to graduate from the apprentice program, credits the school for encouraging and helping students.



Alaskan students participate in lifeboat training.

SIU of Canada President Examines Simulators



SIU President Mike Sacco (left in both photos above) last month joined Roman Gralewicz (center in top photo, right in photo directly above), president of the SIU of Canada, on a tour and demonstration of the Paul Hall Center for Maritime Training and Education's state-of-the-art simulators. With the union presidents in the top photo is Deck Department Instructor Larry Malone. The school's simulators offer comprehensive training for mariners in the deck and engine departments.

Delta Queen Crew Completes Safety Training



Instructor Mike Daras (above, left) of the Paul Hall Center for Maritime Training and Education recently conducted shipboard safety training for Seafarers and officers aboard the passenger vessel *Delta Queen* in New Orleans. From June 19-26, 104 students completed

hands-on training in CPR, automated external defibrillators, blood-borne pathogens and more. Among those who participated were SIU Lead Deckhands Glen Gross (above, right) and Miles Souders (right). In cooperation with the operators, Paul Hall Center instructors regularly conduct training aboard Seafarers-crewed vessels. Daras was at it again last month, offering safety training aboard the *American Queen*.



MCTF Opposes Efforts To Repeal Jones Act

The Maritime Cabotage Task Force (MCTF), to which the SIU is affiliated, recently announced it strongly opposes efforts by U.S. Rep. Ed Case (D-Hawaii) to repeal the Jones Act.

Bills introduced by Rep. Case in the House of Representatives on July 24 would provide Jones Act exemptions for all non-contiguous trades, including Hawaii; Hawaii alone; and Hawaii agriculture and livestock. In announcing its vigorous opposition to efforts to weaken or repeal the Jones Act, the MCTF noted that the highly competitive trade to Hawaii and other non-contiguous destinations will be further enhanced in the next year or so by the addition of new, state-of-the-art container-ships and auto carriers.

"The Jones Act and related cabotage laws form the cornerstone of U.S. maritime policy," the MCTF noted. "The pacesetter Jones Act fleet supports the nation's military and economic soundness. So efficient is the fleet that it moves 24 percent of the country's domestic cargo for less than 2 percent of the nation's freight bill. The

national security importance of the Jones Act was demonstrated most recently during Operation Iraqi Freedom, as domestic vessels, crewed by American seafarers, provided support for U.S. troops engaged in the conflict."

The task force, founded in 1995, arguably is the most broad-based coalition the maritime industry has ever assembled. Its 400-plus members span the United States and represent maritime labor, ship and barge owners and operators, shipbuilders and repair yards, marine equipment manufacturers and vendors, trade associations, pro-defense groups and companies in other modes of domestic transportation.

"These widespread but allied interests have come together for one purpose—to promote U.S. maritime cabotage laws," the MCTF pointed out. "Nationwide, 37,000-plus vessels compete in the various Jones Act trades and annually carry more than 1 billion tons of cargo and 100 million passengers. The Jones Act fleet generates nearly 125,000 jobs, 80,000 of which are aboard vessels."

SOCP to Meet in Piney Point

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., is scheduled to host the next meeting of the Ship Operations Cooperative Program (SOCP). The meeting dates are Oct. 7-8.

In announcing the conference, the SOCP noted that U.S. Secretary of Transportation Norman Y. Mineta has been invited to address the group, and U.S. Maritime Administrator Capt. William G. Schubert is a con-

firmed speaker. A panel presentation on "short sea shipping" initiatives as well as technical presentations on Automatic Identification Systems in the barge industry, intermodal freight opportunities on the Great Lakes/St. Lawrence Seaway System and SE Michigan, GPS-based cargo tracking systems and cargo container advanced 3-D scanning will round out the first day's agenda.

The second day features

updates on projects such as the SOCP's mariner administrative card (MAC), ILO/IMO mariner credentialing activities, and more. More information is available at www.socp.org

SOCP is a private/public partnership formed in 1993 to share resources and the application of technology to improve profitability, ship safety, training, and quality of operations, equipment reliability, productivity and competitiveness for its members.

Welcome Home to a Hero

UIW Member's Son Returns from War in Iraq

Life these days for Janet Thompson, a member of the SIU-affiliated United Industrial Workers (UIW), is filled with joy. It is evident not only in the genuine smile she again wears on her face, but also in her outgoing cheerfulness, which for a spell was absent.

The senior pension processor, who works in the Seafarers Pensions and Death Benefits office in Camp Springs, Md., has returned to "her old self" because her son James "Jamie" Thompson is safely home and out of harm's way. The 21-year-old U.S. Army Specialist returned to his home base at Fort Benning, Ga. July 16 following a 192-day deployment in Iraq during Operation Iraqi Freedom. He spent the following week home with his wife, Melissa, his mother and younger sibling Jeffrey.

"I'm just so relieved to know that he is home and safe," said Janet, who has been in the union for more than 20 years. "Now I don't have to worry about him and whether or not he is all right.

"We're all so thankful that he returned uninjured," she continued. "Our prayers go out to all the other families across America

and in allied countries who still have loved ones in Iraq. Our thoughts especially are with those who lost love ones during the hostilities."

A fire support specialist (aka artillery forward observer), Thompson is assigned to the 3rd Brigade, 3rd Infantry Division. His job entails going on patrol, locating enemy forces and then calling back their positions to the main element along with requests for various types of indirect fire (artillery, mortars, close air support) to dislodge them.

Jamie and his comrades arrived in Kuwait Jan. 8 and made final preparations for the mission at hand while other American and allied units (and equipment) arrived in theatre and established their predetermined positions. "We stayed in camps in various locations out in the desert when we first got in country," recalled Thompson.

On April 5, while sitting in the vicinity of the Karbala Gap, Thompson—along with thousands of his other brothers and sisters in arms—received the order they had been anticipating: Advance on Baghdad.

Led by the 3rd Infantry Divi-

sion, American and allied Forces spent the next four days moving toward Iraq's capital city. They encountered major as well as minor battles along the way, paying for their advances with some loss of life and scores of casualties.

"This was my first experience with combat," Thompson shared. "In a word, it was interesting, but there were still many moments of sheer terror. I belong to a Field Artillery unit, but during combat operations, my platoon and I were attached to an infantry battalion—that we fought alongside—to provide fire support. During this time, we were a part of the Headquarters Company, which consisted of over 250 personnel.

"We were all expecting it (Operation Iraqi Freedom) to be short like Desert Shield and Desert Storm," Thompson continued, "but after the first couple of days we came to the realization that we were there for the long haul. We all were expecting a real fight . . . for the Iraqis to fight tooth and nail. That's what we were expecting, but that's not quite what we got."

American and allied troops



SPEC James "Jamie" Thompson, center, met with SIU President Mike Sacco, left, and SIU VP Contracts Augie Tellez recently following his return to the United States from Operation Iraqi Freedom. Thompson, the son of UIW member Janet Thompson, served in Iraq for 192 days.

entered Baghdad on April 5 and ultimately took control of the capital city on April 9 as all major resistance collapsed. Saddam Hussein's control was broken and the Iraqi people at long last were free.

"Once we were in Baghdad, it was kind of weird driving down the streets and having people cheer for you," Thompson said. "Mothers were coming up and thanking you because their children could now grow up and live a normal life.

"It felt great knowing that we actually helped the Iraqi people out of a tough situation," he continued. "We got rid of a dictator that has been oppressing them for a long time."

Although he now is back at his home base, Thompson and his comrades likely will see duty again in Iraq. "It's nice to be home, but I think I'll eventually have to go back and participate in our ongoing peace-keeping mission," Thompson said.

"It's natural for relatives back home to worry about their sons and daughters in uniform when war breaks out," Thompson concluded, "but I look at it as doing the job that the Army has trained me to do. I've been in for three years now and have three more to go before my enlistment is up. At that time, I'll probably reenlist and make the Army my career."

WWII-Era American Victory, Ready to 'Relive History,' Seeks Volunteer Crew

The *American Victory*, an historic Victory class ship of the World War II, Korea and Vietnam eras, is nearly ready to sail again. Since the *American Victory* arrived in Tampa, Fla. in September 1999 from the James River (Va.) Reserve Fleet, thousands of volunteer hours and nearly \$4 million in private money have helped to restore the vessel to a world-class seagoing maritime museum.

The American Victory Mariners Memorial and Museum Ship (AVMM&MS), located on board the *American Victory*, honors the men and women who served the United States in times of war and peace and portrays the historical and economic significance of the maritime industry in the development of the Tampa Bay region. Volunteer crew members, many of whom served aboard the *American Victory* or other similar ships, will be available on the vessel to answer questions and share stories about life at sea during the 1940s, '50s and '60s.

The goal of the AVMM&MS is to provide a first-class, interactive maritime educational experience for visitors of all ages. Additionally, it plans to sail the ship one weekend each month for a "Relive History" cruise. Each of these 7-hour day cruises on Tampa Bay will provide a chance for up to 800 passengers to experience what life at sea was like on board merchant vessels of that era.



The *American Victory*, a restored merchant vessel, will provide a complete maritime educational experience for visitors of all ages.

The cruises will feature mock aircraft attacks by vintage planes, big band music, buffet style dining and memorial services honoring the men and women who lost their lives building, sailing and defending America's merchant fleet.

The ship already has undergone successful sea trials and, pending final approval from the U.S. Coast Guard, the cruises will begin sometime this fall.

History

Slightly longer, wider, faster and stronger than the Liberty ships, which were easy prey for submarines, a new class of vessels was commissioned in 1942. The *American Victory* was one of 534 Victory ships built between mid-1944 and mid-1946 to replace the Liberty class of merchant vessel.

Immediately after World War

II, the *American Victory* served as a seagoing "good will ambassador" for the United States under the Marshall Plan, supplying food, vehicles and manufacturing machinery to the war-torn countries of Europe and the Near East. During the Korean War and in Vietnam, the *American Victory* and other merchant ships transported cargo, fuel and ammunition from all over the world.

Seeking Volunteer Crew Members

One of the goals of the AVMM&MS is to staff the *American Victory* with volunteer crew members. Interested retired Seafarers who still are certified should call (813) 228-8766. They also may e-mail their interest to amvic@aol.com or online at www.americanvictory.org.

'Father Matt' Siekierski, SIU Friend, Dies at 53

The Seafarers International Union and the Paul Hall Center for Maritime Training and Education lost a good friend with the passing of Rev. Fr. Matthew Siekierski.

Father Matt, as he was known, was the pastor of Sacred Heart Catholic Church in LaPlata, Md. He died Aug. 3 after a heart attack at the age of 53.

In 1996, Father Matt presided over the funeral of Joseph Sacco, the late executive vice president of the SIU. Three years later, he delivered the invocation at the dedication ceremony of the Joseph Sacco Fire Fighting and Safety School in Valley Lee, Md.

Pastor Siekierski was born in Goodman, Wis. He attended Sacred Heart Seminary in Oneida, Wis., St. Norbert College in DePere, Wis. and St. Mary's College in Baltimore. He was ordained to the priesthood on May 14, 1977 at the Cathedral of St. Matthew in Washington, D.C.

After several assignments in the Maryland area, Father Matt was named pastor at Sacred Heart in 1996. In 1989, he served a two-year term on the Priest Retirement Board; in 1999, he served three years as Dean, Charles County Deanery; and in December 2001, he was appointed Episcopal Vicar for St. Mary's, Charles and Calvert Counties.



Father Matt delivers the invocation at the dedication of the Joseph Sacco Fire Fighting and Safety School in 1999.

He also served as an adviser to Cardinal Theodore E. McCarrick, archbishop of Washington.

Father Matt was in the news last year when he helped rally the residents of LaPlata to rebuild after a deadly tornado tore through their community. The tornado, which killed five people, leveled entire blocks in the downtown area, including Sacred Heart's 500-student Archbishop Neal School. Pastor Siekierski, who was the school's administrator, took part in groundbreaking ceremonies for a new facility, which is scheduled to open in January.

Interment took place at Sacred Heart Church Cemetery in LaPlata. Helping celebrate Father Matt's life was Archbishop McCarrick.

Survivors include his parents, Anne and Matthew Siekierski of Goodman; a brother; two sisters; five nieces and four nephews.

Migrant Smuggling Scheme Involved Fake Mariner IDs

A federal grand jury in Miami on July 24 returned an indictment charging five individuals with migrant smuggling and the use of fake seafarer documents.

Accused of conspiracy to commit offenses or to defraud the United States, as well as encouraging or inducing an alien to come to, enter or reside in the United States—all violations of Title 18 United States Code—were Maria Machado Diaz, Larry Milton, Guillermo Vidaurre, Delber Diaz and Marvin Joseph Jr. In addition to migrant smuggling, Joseph also was charged with fraud and related activity in connection with identification docu-

ments and information. Maria and Delber Diaz also were indicted for making false statements.

The announcement of the indictments jointly was released by Marcos Daniel Jimenez, United States Attorney for the Southern District of Florida; Rear Adm. Harvey Johnson, commander, Seventh Coast Guard District, U.S. Coast Guard; and Jonathan Sall, special agent in charge, U.S. Coast Guard Investigative Service.

According to the U.S. Department of Justice (DOJ), the defendants each face between five and 10 years' imprisonment and

multiple fines of \$250,000 if convicted. Maria Diaz and her associates have been under scrutiny by the former agencies since October 2002. Undercover agents conducted frequent operations in which they kept tight surveillance on the subjects, purchased false mariner employment documents and obtained audio and video evidence

on all of the suspects.

Specifically, the indictment alleges that the defendants sent numerous letters to the U.S. government stating that certain aliens were guaranteed employment on ships docked in Miami. In each case, the aliens were not guaranteed employment on the vessels as stated by the defendants.

All suspects arrested were placed in the custody of the United States Marshals. Maria Diaz is being held on a \$50,000 corporate security bond. Milton and Vidaurre were both released on \$50,000 personal security bonds. As of press time for the *Seafarers LOG*, Joseph Jr., and Delber Diaz were still fugitives.

Retired SUP Official Dooley Dies at 85

Jim Dooley, a retired official with the Seafarers-affiliated Sailors' Union of the Pacific (SUP), passed away July 20 in Washington State. He was 85.

Dooley started going to sea in 1935. He served in the U.S. Navy during World War II and was aboard the *USS Missouri* from its commissioning through the Japanese surrender.

After the war, he returned to the merchant marine. Dooley became a patrolman with the SUP in Seattle in 1949. He was transferred to Hawaii in 1956. During various points in the ensuing 10 years, he served as president of Honolulu's Port Council of the Maritime Trades

Department and also as head of the AFL-CIO's local committee on political education. Additionally, Dooley served as president of the local central labor council.

From the mid-1960s until his retirement in 1988, Dooley worked as the SUP's branch manager in Portland, Ore. He also served as president of the area central labor council.

Dooley reportedly had been in failing health for a number of years. He was preceded in death by his wife of 44 years, Maureen.

Funeral services took place at Holy Rosary Catholic Church in Edmonds, Wash.

SIU President Welcomes AMMV



SIU President Mike Sacco (above, left) last month addressed officials and members of the American Merchant Marine Veterans (AMMV) who visited the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The SIU president brought AMMV members up to date on the effort to reauthorize the U.S. Maritime Security Program. Among other topics, he also discussed the latest training opportunities for mariners at the Paul Hall Center, and recapped the U.S. Merchant Marine's performance during the combat phase of Operation Iraqi Freedom. Introducing Sacco is AMMV National President Hank Cap. Pictured below are a few of the other AMMV guests.



'Warrior Foundation' Helps Families of Fallen Patriots

Occasionally, an idea comes along that is so decent, logical and humanitarian, it makes one wonder why no one thought of it sooner.

That's arguably the case when it comes to the Special Operations Warrior Foundation, a 23-year-old non-profit organization dedicated to providing surviving children of Special Operations Forces (SOF) with the college education their fallen parent would have wanted for them. The concept is straightforward: not only helping the families of American patriots, but also not penalizing them for being part of an extended part of a high-risk force.

Because of the SIU's role as part of the nation's fourth arm of defense, Seafarers undoubtedly can appreciate both the importance of SOF missions as well as the risks involved.

Further, in light of Operation Enduring Freedom—sometimes described by military officers as America's first special operations war—the number of SOF personnel at risk inevitably will increase.

In describing its mission, the foundation noted, "As the war on

terrorism continues to unfold, Special Operations Forces will be facing new challenges all too frequently. In fact, there has never been a greater need for Special Operations Forces than right now—and Special Operations Forces will continue to be the force of choice time and time again during this tumultuous period.

"Special Operations personnel are conducting more missions, in more places, and under a broader range of conditions than ever before. These missions entail high operational tempos, heavy and unpredictable deployment schedules, personal hardships and, by their very nature, inordinate casualties both in operations and training. Since the Iranian hostage rescue attempt in 1980, America's Special Operations Forces have suffered casualties at more than 15 times the rate of conventional forces. Most of these casualties occur at an early age, at the beginning of their careers, thus leaving behind families who have yet to accumulate the resources to provide for their surviving children's college education.

"The Special Operations

Warrior Foundation strives to relieve Special Operations personnel of the one concern, their families, that might distract them from peak performance when they need to be—and when America needs them to be—at their very best."

Today, according to the foundation, more than 400 such deserving children exist who should not be denied the education their fallen parent would surely have wanted for them. With nearly 100 children eligible each year for college in the years 2003 through 2010, the Foundation's estimated financial need through 2010 is \$25 million.

The foundation began in 1980 as the Col. Arthur D. "Bull" Simons Scholarship Fund. The Bull Simons Fund was created after the Iranian hostage rescue attempt to provide college educations for the 17 children surviving the nine men killed or incapacitated at Desert One. It was named in honor of the legendary Army Green Beret, Bull Simons, who repeatedly risked his life on rescue missions.

Following creation of the United States Special Operations Command, and as casualties mounted from actions such as Operations "Urgent Fury" (Grenada), "Just Cause" (Panama), "Desert Storm" (Kuwait and Iraq), and "Restore Hope" (Somalia), the Bull Simons Fund gradually expanded its outreach program to encompass all Special Operations Forces. Thus, in 1995 the Family Liaison Action Group (established to support the families of the 53 Iranian hostages) and the Spectre (Air Force gunship) Association Scholarship Fund merged to form the Special Operations Warrior Foundation. In 1998 the Foundation extended the scholarship and financial aid counseling to also include training fatalities since the inception of the Foundation in 1980. This action immediately added 205 children who were now eligible for college funding.

The forces covered by the Foundation are stationed in units throughout the United States and at overseas bases. Some of the largest concentrations of Special

Operations Forces are at military bases at Fort Bragg, N.C.; Hurlburt Field, Fla.; Coronado Naval Station, Calif.; Dam Neck, Va.; MacDill AFB, Fla.; Fort Lewis, Wash.; Fort Stewart, Ga.; Fort Campbell, Kentucky; Little Creek, Va.; Fort Carson, Col.; Royal Air Force Base Mildenhall, United Kingdom; and Kadena Air Base, Japan.

To date, 48 children of fallen special operations warriors have graduated from college. Children from all military services have received or been offered Warrior Foundation scholarships, to include: 246 Army, 148 Air Force, 26 Navy, and 3 from the Marine Corps.

As Fox News anchor John Wilson said in a recent commentary, "If you're looking for a pressing need that will have real results in the future, there is no question that these children of fallen patriots deserve special help."

For more information, visit the web site www.specialops.org.

'Union Plus' Offers Consumer Benefits

Union Plus gives Seafarers and their families access to a number of cost-saving benefits programs.

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

The following is a list of Union Plus programs in which the SIU participates. For more information about a particular program, call the appropriate Union Plus telephone number or visit www.unionplus.org

Credit Card

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

Secured Credit Card

Call 1-800-622-2580.

Mortgage and Real Estate

Call 1-800-848-6466.

Life Insurance

Call 1-800-899-2782.

Health Savings

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

Auto Insurance Program

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

Education Services

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

National Labor College Scholarship

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

Loan Program

Apply online at www.unionplusloan.com or call 1-888-235-2759.

Accidental Death Insurance

Call 1-800-899-2782 or enroll online at www.unionplus.org.

Family Savers Hotel Royal Plaza

Call 1-800-248-7890.

Car Rentals

To find out more, visit www.unionplus.org; call Avis at 1-800-698-5685, ID# B723700 or Budget at 1-800-455-2848, ID# V816100.

Union-Made Checks

Call 1-888-864-6625.

Flower Service

Visit www.unionplus.org or call 1-888-667-7779 to place an order.

North American Van Lines

Call 1-800-524-5533.

Your Credit Score

For \$11, you can get your credit score, credit report, and suggestions for improving your score. Visit www.unionplus.org.

Vacation Tours

Call 1-800-590-1104 for more information.

U.S., China Resume Maritime Talks

The United States and China on July 31 in San Francisco resumed ongoing talks on a new bilateral maritime pact. The previous such agreement between the two nations, which was finalized in 1988 and covered a 10-year period, expired in 1998.

Captain William Schubert, U.S. Maritime administrator, led the U.S. delegation during the meeting, while Su Xiang, director general of the Department of Water Transport, headed the Chinese contingent. The San Francisco meeting marked the first time officials from the two nations had convened to discuss a new treaty since April.

During the April summit, the two countries left several significant issues pertinent to a new agreement unresolved, but signed a memorandum of consultation that noted the progress of their previous negotiations and underscored their resolve to craft a

new accord. "The resolution of all these issues in the context of a new package of commitments is the foundation of concluding a new maritime agreement," the memorandum of consultation said in part.

Among the matters unresolved that caused the U.S. concern, according to several sources, were restrictions imposed by China on carriers and non-vessel-operating common carriers (NVOCC), requirements that NVOCCs provide large financial deposits in China and the treatment of Chinese state-owned carriers under U.S. controlled carrier rules.

As of press time for the *Seafarers LOG*, the U.S. Maritime Administration (MarAd) had not released any particulars about the latest talks. Communications officials indicated, however, that in-depth information pertaining to the meeting is forthcoming.

Union Plus Announces Promotion To Win Union-Made Car, Other Prizes

Union members may win a new union-made vehicle from the Union Plus auto buying service.

Union Plus is a non-profit entity founded by the AFL-CIO to help union families secure various services at low and discounted rates. Last month, the organization announced that it's "Win a Union Car" promotion gives members a chance to win a new Ford Mustang, F-150 or Freestar.

Additional prizes of Bose and Koss stereo equipment will also be awarded.

There is no cost to enter the promotion. For more information, members may call toll-free 1-877-800-2924, or they may enter online at www.winunioncar.com. Winners will be announced on December 31, 2003.

The Union Plus auto buying

program is a free service designed to help members find a new or used car, van or truck. The auto buying service will even negotiate the best price for members. According to Union Plus, "The service uses an extensive, up-to-the-minute database of vehicles and a network of authorized car dealers. Plus, if members support fellow members by purchasing a new union-made car, they'll save another \$100."

The toll-free number for the auto program is the same one listed earlier: 1-877-800-2924.

SIU Responds to MTSA's Interim Rules

Continued from page 5

representatives." As noted, labor organizations are specifically identified as stakeholders for membership on the committee. However, *Section 103.305 Composition of an Area Maritime Security (AMS) Committee* does not follow suit but instead advances that members may be generally selected from among "... (5) maritime industry; (6) other port stakeholders having a special competence in maritime security..." The SIU believes that labor representation on these committees is absolutely critical to effective port security for the information and knowledge that they may impart and, therefore, recommends that Section 103.305 in the temporary interim rule be clarified to specifically articulate that seafaring labor organizations be seriously considered in the selection process for these committees. It is our view that seafaring labor organizations are in a unique position to ascertain and address the

vulnerabilities of ports their vessels traverse and in which their union hiring halls and officials reside....

Crew Screening: The SIU fully supports **Section 104.265 (e)(4) of USCG-2003-14749, Vessel Security**. This provision basically acknowledges the sensitivity of screening and crew searches by barring other vessel personnel from performing such screening, unless security clearly requires it. The provision further requires that such screening take into account a seafarer's human rights and basic human dignity. The SIU trusts that the basic principles articulated in this provision continue to be recognized and adhered to by company and facility operators/owners in the implementation of security measures.

The SIU anticipates that the Coast Guard will give our comments due consideration as the agency moves forward to the promulgation of the final rule implementing specific provisions of the MTSA and the ISPS Code... (End of letter)

At Sea And Ashore With the SIU



The galley gang aboard the *Seabulk Arctic* enjoys working together. This photo was taken when the ship arrived in Tacoma, Wash. From the left are Steward/Baker Chris Amigable, GVA Carlos Madayag and Chief Cook Evelina Barnes.



Among those receiving medals from Vice Adm. Brewer were Chief Steward Robert Firth (left), who sailed on the *William R. Butler*, and Steward/Baker Shirley Adkins (below) from the *USNS Soderman*. Firth sails from the port of Mobile, Ala.; Adkins ships from Norfolk, Va.

Vice Adm. David L. Brewer III, USN, MSC commander, praised the nearly 1,400 commercial mariners assigned to 25 of MSC's afloat prepositioning ships for their key role during Operations Enduring Freedom and Iraqi Freedom at a ceremony honoring these mariners held at MSC headquarters June 20.



Harry Wessel (right), who works as an electrician in the crane department at the Horizon terminal in San Juan, P.R., receives a safety award for his work during the first quarter of 2003.



The SIU was well represented at a recent birthday party for Rep. Neil Abercrombie (D-Hawaii). From the left are QMED Joey Canlas, Crowley Tug Captain Ed Brooks and his wife, Alice, Sally Dietz, SIU Hawaii Port Agent Neil Dietz, Abercrombie, Chief Cook Lloyd Lawrence and Pensioner Beltran Pino.



Darryl Alexander shows the medal he was awarded recently for his service during Operation Enduring Freedom. Alexander sailed as an AB aboard the *USNS Charlton*. He ships from the port of St. Louis.



The crew aboard the *USNS Soderman* was happy to return to Jacksonville after working hard in support of Operation Iraqi Freedom. From the left are Chief Engineer Ron Vondracheck, QMED Nasser Aljahmi, Steward/Baker Shirley Adkins and Bosun Lynn Mallis.





Future Seafarer Victor (Little Vic) Nuñez Jr. joins his father, SIU Port Agent Victor Nuñez, at the Santurce hall in Puerto Rico.

SEAFARERS FAMILY photos

On this page, we share with our readers some of the special days in the lives of Seafarers around the world.

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

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



Congratulations to SIU member Carl E. Bridges, who graduated in August from Texas Southern University, where he majored in psychology (with a minor in African American history). Bridges shipped out of the Houston hall, sailing in the deck and steward departments as bosun, AB, steward and chief cook. He hopes to pursue a degree in admiralty law. Bridges says he is a "true union member for life."



SIU Wilmington Port Agent John Cox and his wife, Tausha, are the proud parents of Alexis Margaret. Born March 7, 2003, Alexis weighed in at 7 lbs. 8 oz.



Bosun Rick Bernard's daughter joined him aboard the *Cape Inscription* during welcoming ceremonies in Long Beach, Calif. as Bernard and the other crew members were presented with Merchant Marine Expeditionary Medals and certificates from Captain Paul Foran and Captain Frank Johnston, western regional director of MarAd.



It was wedding bells for AB George K. Marfo and his bride, Lethina, when they tied the knot July 2, 2002 in Garapan, Saipan. Marfo last sailed aboard the *1st Lt. Baldomero Lopez*.



Josh Taylor (left), 5, and his brother, Nick, 10, caught some catfish in the pond at the Paul Hall Center while vacationing there this past summer. Their mother, Donna Taylor, a graduate of the trainee program at Piney Point who now sails from San Francisco, was upgrading her steward department skills by taking the advanced galley course.

STCW Demonstration of Competencies

The Paul Hall Center's unlicensed apprentice program is packed with practical training, both at the school and aboard ship (phase 2). A lot of that hands-on schooling is required by STCW 95. Among other skills, apprentices learn steering, cargo handling, and STCW Basic Safety. They train in all three shipboard departments.

The school offers dozens of U.S. Coast Guard-approved upgrading courses, virtually all of which include substantial hands-on components. In addition to department-specific training, the Paul Hall Center conducts safety specialty classes open to all eligible students, including the heavily attended STCW Basic Safety Training (BST).



HANDS-ON

TRAINING



For all the complexities of the amended STCW convention, much of its essence boils down to requiring mariners to maintain or advance their endorsements through practical demonstrations of skills, rather than taking written tests.

That marked a big overall change for the industry throughout the world. But, at the Paul Hall Center for Maritime Training and Education, such practical displays are nothing new.

"Hands-on training and the practical demonstration of shipboard competencies—that's what the school has been doing for 36 years," said J.C. Wiegman, assistant director of training at the Piney Point, Md. facility. "It's old hat to us, and that background undoubtedly helped the school as we modified our curriculums to comply with STCW requirements."

He added that, on one hand, writing and implementing the new courses, as well as modifying some existing ones, was a lot of work. At the same time, much of the critical content already was in place, simply because the school has emphasized hands-on training since day one.

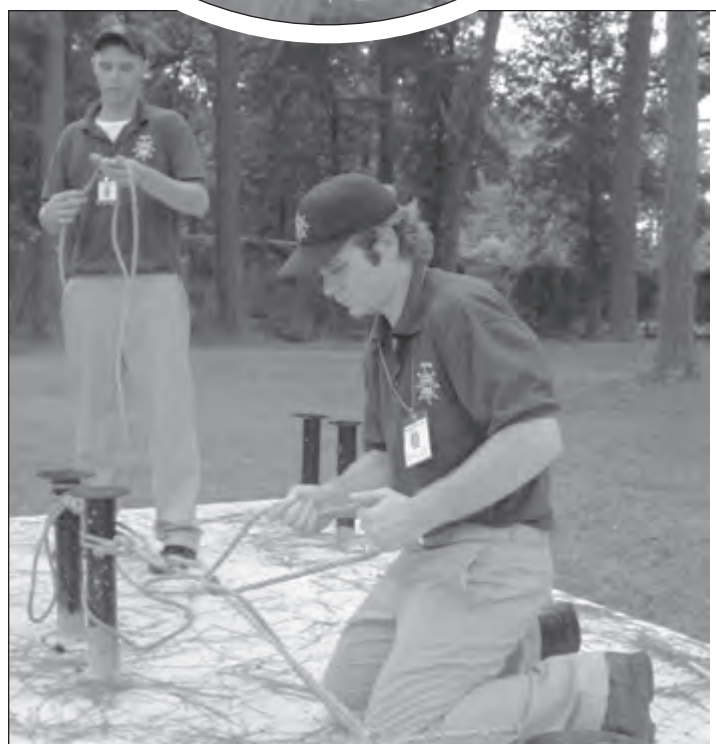
"The STCW competencies themselves are not new to us. They just have new titles," Wiegman noted.

STCW is part of the International Convention on Standards of Training, Certification and Watchkeeping for mariners. The original convention was adopted in 1978. The amended convention (known as STCW 95), signed by the U.S. and 119 other nations, clearly affects the training and upgrading of mariners. It established minimum standards for masters, officers and watchkeeping

Competency at the Paul Hall Center



TRAINING



personnel on seagoing merchant ships and aboard some smaller vessels operating in near coastal waters.

For example, all mariners employed or engaged in any capacity aboard a seagoing vessel, with designated safety or pollution-prevention duties in the operation of the ship, must provide evidence of having achieved or retained (within the previous five years) the required standard of competency in personal survival techniques, fire prevention and fire fighting, elementary first aid and personal safety and social responsibility before they are assigned any shipboard duty. These standards are taught in the Paul Hall Center's STCW Basic Safety Training course.

Similarly, ratings forming part of a navigational watch are required to demonstrate competencies such as steering, knot tying and lifeboat handling, while ratings forming part of an engineering watch must show certain skills on the steam, diesel or gas turbine simulator.

The Paul Hall Center's STCW-related courses—all approved by the U.S. Coast Guard—include basic safety training, basic fire fighting, advanced fire fighting, STCW proficiency in survival craft, STCW crowd management, STCW crisis management, STCW medical care provider, AB (ratings forming part of a navigational watch), oiler (ratings forming part of an engineering watch), QMED junior engineer and many, many others.

Cable Ship Crew Memorializes Bosun Libby

Recertified Steward **Shawn Fujiwara** submitted the following article along with accompanying photos. Bosun Libby passed away May 9, 2002. He was 74.



Bosun Herb Libby spent most of his years with the SIU sailing aboard the *Long Lines*.

Seafarers and officers aboard the cable ship *Tyco Decisive* remembered the late Bosun **Herb Libby** on May 9, the first anniversary of his passing, when they scattered his ashes to sea. It was hoped that his home of 30 years, the cable ship *Long Lines*, would make one final voyage (and would be utilized for the ceremony), but the vessel was retired before that was possible.

Known simply as Libby to all who sailed with him, Bosun Libby joined the U.S. Coast Guard in 1943, at age 15, because he wanted to be part of the war effort. He sailed in the North and South Atlantic, Pacific and Caribbean theaters. Libby was in two North Atlantic convoys, never losing a ship. He did see others go down, and said he was very fortunate.

After the war, Libby joined the ranks of the SIU, becoming a bosun in 1951.

Recertified Bosun **Thor**



As the flag flew at half mast, Seafarers and officers on the *Tyco Decisive* bid farewell to their friend and shipmate.



Young recalls that when he and Libby sailed together aboard the *Long Lines*, "he told me that I was going to be a lifer. That was 15 years ago, and I'm still with the cable ships. Libby instilled in me pride in the union and taught me many of the practices that I still use today."

Bosun Libby and the *Long Lines* crew are featured in photographs at the Smithsonian

Institution in Washington, D.C.

On Friday, May 9 at 1805 under dark clouds and setting sun, all hands gathered aboard the *Tyco Decisive* to pay their respects for a fallen shipmate. With the U.S. flag flying at half mast, Captain J.L. Sanders (who sailed with Bosun Libby on the *Long Lines*) gave last rites. Bosun Young reflected on their years of sailing with Libby, noting that he

was a good shipmate and a great friend to all who knew him.

All hands then joined in bidding Libby an eternal journey to the deep. With "Amazing Grace" playing, his ashes along with a small barley chain which came from the *Long Lines* were returned to the sea at 6 degrees 46.9N Lat 94 degrees 33.8W, followed by three short blasts of the ship's whistle.

Seafarers Are Active in Baltimore

Continued from page 24

Baltimore last month was preparing for an important sea trial. Seafarers on the new cable ship *Tyco Decisive* were readying the 456-foot vessel for a practice run.

Christened in Baltimore in June, the *Decisive* is a "Reliance Class" ship built and outfitted to provide outstanding undersea cable maintenance and new marine cable installations.

A sister ship, the *Tyco Dependable*, was christened earlier this year in Honolulu.

Overall, the port of Baltimore is vital to the local economy, generating an estimated \$1.4 billion in annual revenue and employing nearly 126,700 Marylanders in maritime-related jobs.



Pictured from left to right aboard the *Tyco Decisive* are (seated) AB Ruben Siclot, OMU Chris Corpuz, OMU Joselito Vicente, OMU Efrén Redil, Chief Steward Dante Slack, Chief Cook Jorge Lanás, (standing) OMU Alfredo Mendoza, AB Harold Gierbolini, GUS Argelio Pérez, AB Francisco Calit, SIU Port Agent Dennis Metz and OS Michael Widmark.



Left: Chief Engineer Jim Varela, displaying his Piney Point class ring, says the Paul Hall Center helped him advance.



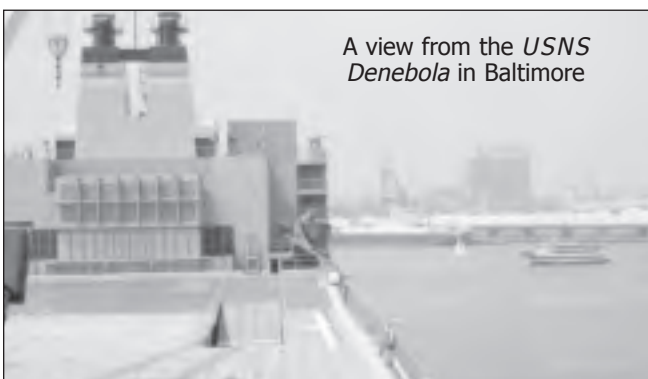
AB Terrence Carmody (at wheel), Bosun Francisco Bravo *USNS Denebola*



Chief Cook John Cator signs a union report aboard the *USNS Denebola* as SIU Baltimore Port Agent Dennis Metz distributes forms to the crew.



Electrician James Demoui checks gauges aboard the *Wright*.



A view from the *USNS Denebola* in Baltimore



GUDE Mark Canada says the *Wright* and its crew remain ready to answer the nation's call and continue fulfilling their role as part of America's fourth arm of defense.

IMPORTANT NOTICE

SEAFARERS HEALTH AND BENEFITS PLAN

COBRA NOTICE

HEALTH CARE CONTINUATION

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

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

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

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

SEAFARERS BENEFIT PLANS NOTICE TO PARTICIPANTS

Keep the Plan Informed of your Address Changes

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

Update your Beneficiary Designations

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

Inform the Plan of your Divorce

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

Full-time College Students

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

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

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 2003

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| Algonac | 3 | 2 | 1 | 2 | 1 | 0 | 0 | 4 | 2 | 4 |
| Baltimore | 7 | 6 | 2 | 4 | 3 | 1 | 3 | 8 | 4 | 2 |
| Guam | 0 | 4 | 2 | 0 | 4 | 1 | 1 | 0 | 5 | 2 |
| Honolulu | 10 | 14 | 2 | 5 | 6 | 1 | 2 | 13 | 18 | 4 |
| Houston | 30 | 15 | 16 | 25 | 9 | 8 | 17 | 49 | 22 | 34 |
| Jacksonville | 36 | 23 | 13 | 24 | 26 | 8 | 16 | 62 | 33 | 18 |
| Mobile | 12 | 9 | 6 | 9 | 4 | 4 | 9 | 22 | 16 | 9 |
| New Orleans | 8 | 13 | 18 | 10 | 12 | 13 | 7 | 31 | 23 | 17 |
| New York | 25 | 21 | 14 | 21 | 16 | 6 | 11 | 45 | 35 | 26 |
| Norfolk | 15 | 18 | 7 | 13 | 17 | 6 | 12 | 19 | 22 | 9 |
| Philadelphia | 6 | 4 | 2 | 4 | 4 | 2 | 4 | 8 | 2 | 2 |
| Piney Point | 1 | 7 | 1 | 1 | 6 | 0 | 1 | 3 | 16 | 1 |
| Puerto Rico | 8 | 10 | 2 | 4 | 7 | 1 | 2 | 14 | 5 | 1 |
| San Francisco | 19 | 8 | 2 | 19 | 6 | 1 | 7 | 40 | 10 | 5 |
| St. Louis | 1 | 3 | 5 | 1 | 3 | 3 | 1 | 2 | 5 | 9 |
| Tacoma | 40 | 20 | 21 | 27 | 21 | 11 | 12 | 55 | 23 | 26 |
| Wilmington | 17 | 24 | 10 | 18 | 20 | 2 | 15 | 26 | 26 | 27 |
| Totals | 238 | 201 | 124 | 187 | 165 | 68 | 120 | 401 | 267 | 196 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Baltimore | 4 | 3 | 2 | 1 | 4 | 0 | 1 | 8 | 3 | 2 |
| Guam | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 2 |
| Honolulu | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 11 | 7 | 3 |
| Houston | 15 | 8 | 8 | 14 | 8 | 5 | 7 | 19 | 10 | 16 |
| Jacksonville | 21 | 17 | 8 | 11 | 13 | 1 | 8 | 40 | 27 | 11 |
| Mobile | 8 | 3 | 2 | 5 | 3 | 0 | 1 | 12 | 7 | 3 |
| New Orleans | 10 | 8 | 3 | 8 | 3 | 2 | 5 | 19 | 14 | 3 |
| New York | 6 | 7 | 6 | 8 | 9 | 1 | 7 | 15 | 12 | 8 |
| Norfolk | 7 | 19 | 3 | 6 | 9 | 3 | 0 | 7 | 24 | 3 |
| Philadelphia | 3 | 2 | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 2 |
| Piney Point | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 0 |
| Puerto Rico | 2 | 1 | 2 | 3 | 0 | 0 | 0 | 7 | 3 | 2 |
| San Francisco | 16 | 7 | 1 | 11 | 0 | 0 | 3 | 18 | 15 | 3 |
| St. Louis | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 2 | 4 | 4 |
| Tacoma | 13 | 19 | 9 | 12 | 15 | 3 | 7 | 15 | 20 | 13 |
| Wilmington | 3 | 13 | 2 | 9 | 8 | 1 | 3 | 8 | 15 | 7 |
| Totals | 112 | 117 | 51 | 95 | 79 | 20 | 48 | 187 | 167 | 85 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Baltimore | 0 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 0 |
| Guam | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| Honolulu | 5 | 5 | 3 | 8 | 2 | 0 | 0 | 15 | 10 | 5 |
| Houston | 22 | 3 | 4 | 11 | 1 | 2 | 5 | 32 | 5 | 4 |
| Jacksonville | 15 | 6 | 4 | 17 | 7 | 4 | 5 | 25 | 13 | 11 |
| Mobile | 3 | 3 | 0 | 5 | 3 | 0 | 3 | 7 | 6 | 2 |
| New Orleans | 5 | 1 | 5 | 3 | 0 | 3 | 2 | 12 | 5 | 3 |
| New York | 16 | 2 | 4 | 13 | 4 | 4 | 9 | 25 | 6 | 4 |
| Norfolk | 7 | 10 | 6 | 6 | 6 | 4 | 2 | 13 | 11 | 7 |
| Philadelphia | 3 | 2 | 0 | 2 | 2 | 0 | 0 | 4 | 2 | 0 |
| Piney Point | 3 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 0 |
| Puerto Rico | 1 | 2 | 0 | 3 | 1 | 0 | 1 | 2 | 4 | 0 |
| San Francisco | 29 | 6 | 0 | 20 | 2 | 1 | 8 | 38 | 9 | 1 |
| St. Louis | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 |
| Tacoma | 25 | 3 | 4 | 17 | 0 | 2 | 10 | 38 | 9 | 4 |
| Wilmington | 14 | 5 | 2 | 10 | 5 | 0 | 11 | 37 | 3 | 2 |
| Totals | 148 | 52 | 34 | 119 | 36 | 21 | 58 | 253 | 90 | 46 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 |
| Baltimore | 0 | 2 | 7 | 0 | 2 | 4 | 0 | 1 | 3 | 4 |
| Guam | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 |
| Honolulu | 4 | 10 | 6 | 3 | 2 | 3 | 0 | 4 | 21 | 15 |
| Houston | 2 | 17 | 15 | 3 | 10 | 2 | 0 | 2 | 25 | 37 |
| Jacksonville | 5 | 14 | 18 | 4 | 9 | 8 | 0 | 6 | 24 | 31 |
| Mobile | 0 | 3 | 2 | 0 | 5 | 2 | 0 | 1 | 7 | 4 |
| New Orleans | 2 | 7 | 8 | 1 | 5 | 1 | 0 | 2 | 12 | 14 |
| New York | 5 | 27 | 30 | 5 | 23 | 8 | 0 | 4 | 42 | 54 |
| Norfolk | 0 | 4 | 11 | 0 | 2 | 10 | 0 | 0 | 7 | 16 |
| Philadelphia | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 3 |
| Piney Point | 0 | 9 | 10 | 0 | 11 | 14 | 0 | 0 | 14 | 11 |
| Puerto Rico | 4 | 4 | 1 | 0 | 3 | 0 | 0 | 5 | 3 | 2 |
| San Francisco | 7 | 15 | 5 | 4 | 9 | 3 | 0 | 8 | 23 | 11 |
| St. Louis | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Tacoma | 1 | 15 | 19 | 2 | 10 | 6 | 0 | 7 | 38 | 33 |
| Wilmington | 3 | 8 | 11 | 1 | 3 | 6 | 0 | 5 | 12 | 20 |
| Totals | 33 | 144 | 147 | 23 | 100 | 69 | 0 | 47 | 238 | 257 |
| Totals All Departments | 531 | 514 | 356 | 424 | 380 | 178 | 226 | 888 | 762 | 584 |

*"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.

October & November 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

| | |
|-----------------|--|
| Piney Point | Monday: October 6, November 3 |
| Algonac | Friday: October 10, November 7 |
| Baltimore | Thursday: October 9, November 6 |
| Boston | Friday: October 10, November 7 |
| Duluth | Wednesday: October 15, November 12 |
| Guam | Thursday: October 23, November 20 |
| Honolulu | Friday: October 17, November 14 |
| Houston | Monday: October 13, November 10 |
| Jacksonville | Thursday: October 9, November 6 |
| Joliet | Thursday: October 16, November 13 |
| Mobile | Wednesday: October 15, November 12 |
| New Bedford | Tuesday: October 21, November 18 |
| New Orleans | Tuesday: October 14 Wednesday: November 12* |
| | *(change created by Veterans Day holiday) |
| New York | Tuesday: October 7, November 4 |
| Norfolk | Thursday: October 9, November 6 |
| Philadelphia | Wednesday: October 8, November 5 |
| Port Everglades | Thursday: October 16, November 13 |
| San Francisco | Thursday: October 16, November 13 |
| San Juan | Thursday: October 9, November 6 |
| St. Louis | Friday: October 17, November 14 |
| Tacoma | Friday: October 24, November 21 |
| Wilmington | Monday: October 20, November 17 |

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

Personals

BRETT NEWSOME
(or anyone knowing his whereabouts)

Michelle "Chelle" Chapman would like to get in touch with you. You may contact her at 800 West Michigan Ave., Pensacola, FL 32505; telephone (850) 438-4264. Or you may e-mail her at etherealpheonix@aol.com.

Celebrating 50 at Sea



While at sea off the coast of Guam in June, a "50th birthday barbecue bash" was held on board the *Horizon Enterprise* to celebrate Recertified Bosun Roger J. Reinke's special day. Enjoying the festivities are (from left) Messman/BR Hayel Omer, Reinke (festooned with leis), Recertified Steward Franchesca Rose and Chief Cook Alejo "Jun" Fabia.

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 Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

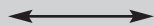
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

Vice President Government Services

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



HEADQUARTERS

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

ALGONAC

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

ALTON

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

ANCHORAGE

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

BALTIMORE

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

BOSTON

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 Cristostomo St., Tamuning, Guam 96911
(671) 647-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JOLIET

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

MOBILE

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

NEW 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 16½
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

JULY 2003

| 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 | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 7 | 12 | 0 |
| Houston | 10 | 0 | 2 | 1 | 0 | 2 | 16 | 8 | 0 | 7 |
| Harvey, LA | 6 | 4 | 1 | 3 | 0 | 0 | 5 | 7 | 4 | 9 |
| New York | 15 | 2 | 2 | 4 | 0 | 2 | 8 | 27 | 6 | 6 |
| Norfolk | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 |
| San Pedro | 9 | 2 | 0 | 3 | 0 | 0 | 12 | 29 | 21 | 0 |
| Tacoma | 4 | 1 | 0 | 2 | 0 | 0 | 2 | 40 | 14 | 6 |
| Totals | 50 | 12 | 5 | 19 | 0 | 4 | 43 | 121 | 57 | 28 |

| 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 | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 1 |
| Houston | 1 | 0 | 0 | 4 | 0 | 2 | 4 | 4 | 1 | 20 |
| Harvey, LA | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 7 | 1 | 3 |
| New York | 11 | 0 | 3 | 1 | 0 | 0 | 1 | 15 | 13 | 10 |
| Norfolk | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 |
| San Pedro | 6 | 5 | 0 | 9 | 1 | 0 | 10 | 29 | 4 | 0 |
| Tacoma | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 9 | 6 |
| Totals | 28 | 6 | 7 | 16 | 1 | 6 | 21 | 84 | 28 | 40 |

| 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 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 1 | 0 |
| Houston | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 1 |
| Harvey, LA | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 |
| New York | 6 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 8 | 11 |
| Norfolk | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| San Pedro | 6 | 2 | 0 | 8 | 1 | 0 | 10 | 35 | 10 | 6 |
| Tacoma | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 2 |
| Totals | 22 | 4 | 0 | 15 | 1 | 0 | 17 | 54 | 26 | 23 |

| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 4 |
| Houston | 5 | 3 | 4 | 0 | 0 | 4 | 7 | 10 | 6 | 5 |
| Harvey, LA | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 4 | 11 |
| New York | 4 | 8 | 5 | 0 | 0 | 0 | 4 | 15 | 19 | 43 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| San Pedro | 7 | 14 | 0 | 0 | 6 | 0 | 3 | 132 | 66 | 11 |
| Tacoma | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 15 | 20 |
| Totals | 18 | 28 | 9 | 0 | 6 | 4 | 17 | 219 | 129 | 94 |

| Totals All Departments | | | | | | | | | | |
|------------------------|-----|----|----|----|---|----|----|-----|-----|-----|
| Group I | 118 | 50 | 21 | 50 | 8 | 14 | 98 | 478 | 240 | 185 |

PICS-FROM-THE-PAST

These photos were sent to the *LOG* by pensioner **Jack Curlew** of Carson City, Nev. Both were taken aboard Waterman Steamship Lines' *Topa Topa* in 1948.

The photo (near right) was shot during the summer of that year. Curlew is in the front row on the right. The photo, he notes, "was taken during a break in the workday."

Jack Curlew, who last sailed in 1989 as a recertified bosun on the *Sea-Land Patriot*, is now 76. He says that "after sailing 45 years with the SIU, I retired to the high desert of Carson City, Nev. (alt. 4,620 ft.)."



Below: In the winter of 1948, the deck members aboard the *Topa Topa* were standing by for a North Atlantic crossing. From the left are "Gus, Jack, Frenchy and Slim."

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





DEEP SEA



MATO ANZULOVICH, 65, started his career with the Seafarers in 1989 in Houston. Born in Yugoslavia, his first ship was the *USNS Silas Bent*. Brother Anzulovich worked in the deck department and upgraded his skills in 1989 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last sailed on U.S. Ship Management's *Sea-land Pride*. Brother Anzulovich lives in Houston.

HERBERT ATKINSON, 71, launched his SIU profession in 1961 in the port of Jacksonville, Fla. A veteran of the U.S. Navy, Brother Atkinson first sailed aboard the *Steel Rover*. The engine department member was born in Florida and last worked on the *USNS Capella*. Brother Atkinson lives in Jacksonville.



WILLIAM E. CASSEL, 65, began his career with the SIU in 1987 in the port of New York. Born in Gary, Ind., Brother Cassel is a U.S. Navy veteran. His first ship as an SIU member was the *USNS Dutton*. The engine department member upgraded his skills at the Paul Hall Center in 2002 and is a resident of Edwards, Miss. Brother Cassel last went to sea on the *Liberty Wave*.

RUDOLPH GRASSIA, 45, joined the Seafarers in 1976 in the port of Piney Point, Md. Brother Grassia sailed in both the inland and deep sea divisions, first working aboard a Crowley Towing & Transportation Co. vessel. A frequent upgrader at the union's training school in Piney Point, Brother Grassia shipped in the deck department. His last voyage was aboard American Hawaii Cruises' *Independence*. Brother Grassia was born in Philadelphia. He now makes his home in Turnersville, N.J.



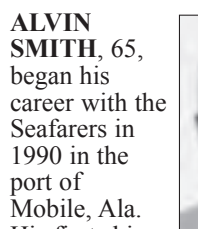
RUSSELL LUTHER, 72, joined the Seafarers in 1988 in Detroit. Born in Pennsylvania, Brother Luther worked in the deep sea as well as the Great Lakes divisions. His first ship was the *Liberty Sea*, a

Liberty Maritime Corp. vessel. The deck department member upgraded his skills on four occasions in Piney Point, Md. Brother Luther now lives in Trenton, Mich. He last went to sea aboard the *Cpl. Louis J. Hauge Jr.*

RAMLI B. MOHAMMED, 70, started his SIU profession in 1966 in the port of New York. Brother Mohammed initially sailed on the *Montpelier Victory*. Born in Singapore, he worked in the deck department. Brother Mohammed's last vessel was the *LNG Taurus*. He is a resident of Palmdale, Calif.



MANUEL RIVAS, 63, joined the Seafarers in 1988 in Houston. Brother Rivas worked in both the deep sea and inland divisions, first sailing aboard the *Sea-Land Quality*. The Cuban-born mariner shipped in the deck department and enhanced his skills in 2001 at the Paul Hall Center. A resident of Houston, he last worked aboard a G&H Towing Co. vessel.



ALVIN SMITH, 65, began his career with the Seafarers in 1990 in the port of Mobile, Ala. His first ship was the *Cape Florida*. Brother Smith worked in the steward department and upgraded his skills at the Seafarers training school in Piney Point, Md. He last went to sea aboard the *Sea-Land Motivator*, a U.S. Ship Management vessel. Brother Smith calls Mobile home.



PETER K. SCHULTZ, 64, joined the Seafarers in 1970. Brother Schultz initially went to sea aboard the *J.T. Hutchinson*, an American Steamship Co. vessel. Born in Germany, he worked in all three divisions and was a member of the steward department. Brother Schultz upgraded his skills often at the Paul Hall Center, completing the steward recertification course in 1989. The Oregon, Ohio resident last went to sea on the *Sea-Land Developer*.

INLAND

PETER BENOIT, 63, joined the Seafarers in 1984 in New Orleans. The Louisiana-born mariner



worked primarily aboard vessels operated by Crescent Towing and Salvage Co. He shipped in the deck department and makes his home in his native state.



DIXIE W. DANIELS, 62, joined the SIU in 1961 in the port of Norfolk, Va. A native of North Carolina, Boatman Daniels initially worked aboard a Marine Oil Services, Inc. vessel. The deck department member shipped as a captain and last worked on an Interstate Oil Transport Co. vessel. Boatman Daniels lives in Wanchese, N.C.

SAMUEL J. DIXON, 58, hails from Pennsylvania. A veteran of the U.S. Army, he joined the Seafarers in 1972 in the port of Philadelphia. Boatman Dixon initially worked aboard an Interstate Oil Transport Co. vessel. A resident of Philadelphia and a steward department member, he last sailed on a Maritrans Operating Co. vessel.



WILLIAM C. DOUGHERTY, 63, began his career with the Seafarers in 1984 in the port of Philadelphia. A native of Pennsylvania, Boatman Dougherty worked primarily aboard vessels operated by Crowley Liner Services, Inc. The former deck department member calls Glenolden, Pa. home.



JOSEPH A. ENNA, 56, joined the SIU in 1966 in New Orleans. Boatman Enna worked in the deep sea as well as inland

divisions. His initial voyage was aboard Delta Steamship Lines' *Southwest Victory*. The Louisiana-born mariner shipped in the deck department and last worked on a Crescent Towing & Salvage Co., Inc. vessel. Boatman Enna resides in his native state.

CARL FOSTER, 60, was born in North Carolina. He began his vocation with the Seafarers in 1961 in the port of Norfolk, Va. A deck department member, he shipped as a captain. Boatman Foster upgraded his skills frequently at the Seafarers training school in Piney Point, Md. The Belhaven, N.C. resident last worked on an Express Marine Inc., vessel.



KAIERIK HANSEN, 62, joined the Seafarers in 1972 in the port of Baltimore. Boatman Hansen initially worked aboard a Marine Towing & Transportation vessel. Born in Denmark, he shipped in

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.

the deck department as a captain. Boatman Hansen enhanced his skills in 1978 and 1981 at the Paul Hall Center. He last worked aboard a McAllister Towing of Philadelphia vessel. Liverpool, Pa. is his home.



JOHN J. JOYCE, 58, began his SIU career in 1963 in the port of Philadelphia. A native of Pennsylvania, Boatman

Joyce initially worked on a Moran Towing of Philadelphia vessel. He shipped in the deck department as a master. Boatman Joyce upgraded his skills frequently at the Seafarers training school, attending the institution seven times during his career. The Philadelphia resident last worked on a McAllister Towing vessel.

WILLIAM R. McCORKLE, 63, hails from Philadelphia. Boatman McCorkle launched his career with the Seafarers in 1976. He worked in the inland as well as deep sea divisions, first sailing aboard the *Overseas Aleutian*. Boatman McCorkle last worked aboard a Crowley Liner Services, Inc. vessel. The deck department member now makes his home in Folcroft, Pa.



CHARLES ROUGHTON, 64, launched his seafaring career in 1962 in the port of Norfolk, Va. after serving in the U.S. Air Force. A deck department mem-



ber, he worked primarily aboard vessels operated by McAllister Towing of Virginia. Boatman Roughton lives in Chesapeake, Va.

STEPHEN STRUVE, 62, was born in Kentucky. Boatman Struve joined the SIU in 1994 and worked primarily aboard vessels operated by Orgulf Transport Co. A steward department member, Boatman Struve lives in his native state in the city of Florence.



Editor's Note: The following brothers, all former members of the NMU and participants in the NMU Pension Trust, went on pension effective the dates indicated:

| Name | Age | EDP |
|-------------------|-----|---------|
| Albert Cox | 62 | June 1 |
| Marciano DeGrace | 65 | July 1 |
| Linwood Franklin | 72 | April 1 |
| Mohamed Hafid | 61 | July 1 |
| John Jacobson | 75 | June 1 |
| Reginald Juzang | 57 | June 1 |
| Horace Montgomery | 66 | June 1 |
| James Pope | 65 | June 1 |

Bosun Las Sails into Retirement

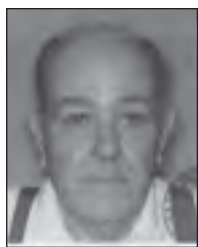


After 41 years with the union, Bosun/AB Ron Las (left) is ready for retirement. Last month, he stopped by the SIU's new hall in Joliet, Ill. to submit his retirement papers—and was pleasantly surprised with a greeting from SIU President Mike Sacco (right) and SIU VP Great Lakes Tom Orzechowski. Brother Las sailed in both the deep sea and Great Lakes divisions.

Final Departures

DEEP SEA

MILTON BEASLEY



Pensioner Milton Beasley, 76, died May 13. Brother Beasley joined the Seafarers in 1945 in the port of Mobile, Ala. A U.S. Army veteran, he

shipped in the engine department, last sailing on Waterman Steamship Corp.'s *Sam Houston*. The Alabama resident began receiving his pension in 1986.

WILLIAM BLANKENSHIP



Pensioner William Blankenship, 62, passed away April 21. A veteran of the U.S. Navy, Brother Blankenship joined the SIU

in 1963 in the port of Wilmington, Calif. His first voyage was aboard the *De Soto*, a Waterman Steamship Corp. vessel. Born in Richland, Mo., he worked in the engine department. Brother Blankenship last sailed aboard the *Horizon Pacific* and began receiving retirement payments earlier this year. He lived in Missouri.

JOSEPH BROADUS

Brother Joseph Broadus, 62, died April 19. He joined the Seafarers in 1960 in the port of Mobile, Ala. Brother Broadus first shipped aboard a Waterman Steamship Corp. vessel. An Alabama native, he worked in the deck department. Brother Broadus' final voyage was on the *OMI Columbia*. He made his home in Mobile.

CARLOS H. CANALES



Pensioner Carlos H. Canales, 65, passed away May 15. Brother Canales launched his career with the SIU in 1955 in Seattle. Born in

Galveston, Texas, his first ship was the *Del Mar*. Brother Canales worked in the deck department and began receiving his pension in 1995. The Jacksonville, Fla. resident last sailed on the *Mayaguez*.

CHARLES J. CLARK



Pensioner Charles J. Clark, 78, died May 24. Born in Pennsylvania, Brother Clark was a veteran of the U.S. Navy. He joined the

Seafarers in 1948 in the port of New York. The deck department member began collecting stipends for his retirement in 1986. He last went to sea on the *M/V Patriot*. Brother Clark was a resident of Stoney City, Md.

JAMES CUNNINGHAM



Brother James Cunningham, 51, passed away May 9. Brother Cunningham started his career with the SIU in 1969 in San Francisco.

His initial voyage was aboard the *Sea-Land Long Beach*. Born in

Lynwood, Calif., he shipped as a member of the deck department. Brother Cunningham last worked on the *Cape Johnson*. He lived in Everett, Wash.

DAMASS DeJESUS



Pensioner Damass DeJesus, 89, died June 5. Brother DeJesus launched his career as a charter member of the SIU, hav-

ing joined the union in 1939 in the port of New York. He first sailed aboard the *Yaka*, a Waterman Steamship Corp. vessel. A native of Fajardo, P.R., Brother DeJesus worked in the deck department. He began collecting compensation for his retirement in 1976. Brother DeJesus lived in Keystone Heights, Fla. and last sailed aboard the *Sea-Land Adventurer*.

ARLIE DILLARD

Pensioner Arlie Dillard, 68, passed away April 12. Born in Texas, Brother Dillard joined the Seafarers in 1962 in Houston. His first voyage was aboard the *Cathy*, a Sea Tramp Corp. vessel. Brother Dillard worked in both the steward and engine departments and lived in Houston. His last ship was the *Overseas Anchorage*. Brother Dillard began collecting his pension in 1999.

ALEX FRANCISCO



Pensioner Alex Francisco, 91, died May 3. Brother Francisco started his profession with the Seafarers in 1944 in the port of New York. Born in the

Philippines, the steward department member began collecting stipends for his retirement in 1969. Brother Francisco lived in Metairie, La.

FRANCISCO GONZALEZ



Pensioner Francisco Gonzalez, 86, passed away May 14. Brother Gonzalez initiated his SIU career in 1943 in the port of

New York. He first sailed for the Seafarers aboard the A.H. Bull operated *Mariana*. Born in Puerto Rico, Brother Gonzalez shipped in the steward department and last went to sea aboard the *Eagle Traveler*. A former resident of New York, he started collecting compensation for his retirement in 1963.

CYRIL A. HENNING



Pensioner Cyril A. Henning, 72, died April 12. Brother Henning joined the Seafarers in 1952 in New Orleans. He worked primarily aboard ves-

sels operated by Delta Steamship Lines. Born in Louisiana, Brother Henning worked in the engine and deck departments and began receiving his pension in 1983. He made his home in Gretna, La.

JAMES HOWISON

Pensioner James Howison, 75, passed away April 27. A U.S. Army veteran, Brother Howison joined the SIU in 1947 in the port of New York. His initial voyage was aboard



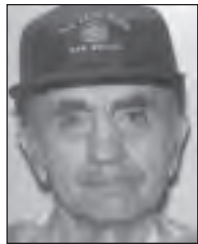
a Waterman Steamship vessel. The Brooklyn, N.Y. native worked in the engine department and last shipped aboard the *Sea-Land Developer*.

Brother Howison, who lived in Seattle, Wash., started receiving his pension in 1989.

GEORGE ISRAEL

Pensioner George Israel, 90, died May 8. Brother Israel began his career with the Marine Cooks & Stewards (MC&S) in San Francisco. The steward department member began receiving his pension in 1978. He called San Francisco home.

GUSS A. JANAVARIS



Pensioner Guss A. Janavaris, 85, passed away May 23. He joined the Seafarers in 1944 in the port of New York. Brother Janavaris initially

went to sea aboard an Alcoa Steamship Co. vessel as a member of the deck department. He last sailed on the *Delaware*. Brother Janavaris began receiving his pension in 1970. Born in Indiana, he made his home in Albuquerque, N.M.

EMMONS KIRCHHARR



Pensioner Emons Kirchharr, 89, died May 30. Brother Kirchharr embarked on his career with the Seafarers in 1964 in the port

of Mobile, Ala. A veteran of the U.S. Army, he worked in both the deep sea and inland divisions. A native of Alabama, Brother Kirchharr shipped in the steward department, last working on the *Sea-Land Long Beach*. He made his home in Bay Minette, Ala. and began receiving retirement stipends in 1981.

PHILIP LAMBIS



Pensioner Philip Lambis, 62, passed away May 29. A veteran of the U.S. Army, he joined the SIU in 1952 in the port of Baltimore. The

Pennsylvania-born mariner worked in the steward department and made his home in Livingston, Texas. He last sailed aboard the *Overseas Harriette* and started collecting his pension in 1992.

RAYMOND LEONARD



Pensioner Raymond Leonard, 80, died April 29. He launched his career with the Seafarers in 1952 in the port of Norfolk, Va. A U.S. Army

veteran, Brother Leonard was born in Wake, N.C. He first sailed aboard A.H. Bull Lines' *Miscellaneo*. Brother Leonard worked in the steward department and last went to sea aboard the *HMI Defender*. He lived in Henderson, N.C. and started receiving his pension in 1986.

WILLIAM MCBRIDE

Pensioner William McBride, 88,



passed away May 24.

Brother McBride initiated his SIU career in 1943 in the port of Baltimore. Born in Missouri, he worked in the deep sea as well as inland divisions. The deck department member made his home in Potosi, Mo. Brother McBride last worked aboard the *Sea Coral*, a Hudson Waterways Corp. vessel. He started receiving his pension in 1974.

JAMES McNICHOL

Pensioner James McNichol, 87, died May 26. Brother McNichol started his career with the MC&S in San Francisco. A member of the steward department, Brother McNichol began receiving his pension in 1968. He was a resident of San Francisco.

KING SAW NG



Pensioner King Saw Ng, 77, passed away April 25. Brother Ng started his career with the MC&S in 1968 in San Francisco. His first

voyage was aboard the *Santa Maria*, a Delta Steamship Lines vessel. Born in China, Brother Ng shipped in the steward department. He last sailed aboard an American President Lines vessel. Brother Ng made his home in San Francisco and began receiving his pension in 1991.

ROBERT OVERTON



Pensioner Robert Overton, 81, died May 10. Brother Overton launched his SIU career in 1955 in the port of New York. Born in Florida,

his first voyage was aboard a Sprogue Steamship Co. vessel. Brother Overton sailed in the engine department and worked in the deep sea as well as inland divisions. He last shipped on the *Sea-Land Venture* and began receiving compensation for his retirement in 1987. Brother Overton lived in Tampa, Fla.

SHANE PETSCHOW



Brother Shane Petschow, 34, passed away June 8. Brother Petschow joined the Seafarers in 2002 in the port of Piney Point, Md. Born in

Winona, Minn. he shipped in the deck department. Brother Petschow worked primarily aboard vessels operated by Dyn Marine Services of Virginia and lived in his native state.

HAROLD STEEN



Pensioner Harold Steen, 69, died April 16. Brother Steen embarked on his profession with the Seafarers in 1958 in the port of New York. A

veteran of the U.S. Navy, Brother Steen was born in Brooklyn, N.Y. His first ship was the *R. Semmes*, a CSX Lines vessel. The deck department member made his home in Jacksonville, Fla. He last went to sea aboard the *PFC Dewayne T.*

Williams and began receiving his pension in 1987.

WILLIAM TRICE



Pensioner William Trice, 83, passed away May 24. Brother Trice began his career with the Seafarers in 1951 in the port of New York.

Born in Oklahoma, he was a veteran of the U.S. Army. The steward department member last went to sea on the *Cove Liberty*. Brother Trice started collecting retirement stipends in 1991. He resided in Big Spring, Texas.

FLOYD J. VINCENT



Pensioner Floyd J. Vincent, 74, died May 14. Brother Vincent launched his career with the Seafarers in 1949 in

Galveston, Texas. Born in Lake Arthur, La., he was a veteran of the U.S. Army. He last sailed on the *Sea-Land Quality*. The deck department member made his home in Gueydan, La. He began receiving payments for his retirement in 1963.

THOMAS VOTSIIS

Brother Thomas Votsis, 54, passed away April 29. He joined the Seafarers in 1980 in the port of Norfolk. Born in Greece, Brother Votsis sailed in the deep sea and inland divisions. A recertified bosun, he sailed in the deck department and first worked aboard an Allied Towing vessel. His final voyage was on the *OMI Courier*. Brother Votsis lived in Norfolk, Va.

MELVIN R. WARD



Pensioner Melvin R. Ward, 79, died May 6. Brother Ward joined the Seafarers in 1951 in the port of Baltimore. His first voyage was aboard the

Coeur D'Alene, a Victory Carriers Inc. vessel. Born in Kentucky, he sailed in the deck department. Brother Ward made his home in Seattle and began receiving his pension in 1986.

SHERMAN WRIGHT



Pensioner Sherman Wright, 81, passed away May 28. Brother Wright began his SIU career in 1951 in Galveston, Texas. Born in

California, he initially worked aboard an Intercocean Management Corp. vessel. Brother Wright shipped in the steward department, last sailing aboard the *Sea-Land Voyager*. The Whitten, Calif. resident began receiving his pension in 1986.

GREAT LAKES

DANIEL HULL

Pensioner Daniel Hull, 73 died April 18. Born in Alpena, Mich., Brother Hull launched his SIU career in 1956. The deck department member worked primarily aboard vessels

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.

ALLEGIANCE (Maritrans), June 29—Chairman **Samuel L. Porchea**, Secretary **Samuel Raines**, Deck Delegate **Ray G. Johns**, Engine Delegate **James B. Long**, Steward Delegate **James E. Kelly Jr.** Educational director urged crew members to upgrade skills at Paul Hall Center for Maritime Training and Education in Piney Point, Md. He also advised everyone to check expiration dates on STCW and shipping documents. No beefs reported. Deck department requested additional OT for extra work performed, and crew asked for tank-cleaning rates on- and off-watch. Clarification requested on which level medical plan crew members have. New washing machine to be used for white clothing only. Thanks given to steward department for job well done.

ATLANTIC FOREST (Waterman Steamship Corp.), June 22—Chairman **Mark S. Downey**, Secretary **Dulip Sookhram**, Deck Delegate **Washington H. Williams Jr.**, Engine Delegate **John R. Parkhurst**, Steward Delegate **Mohamed Abdelfattah**. Chairman announced arrival June 28 in New Orleans. He reminded crew members to check expiration dates on all necessary shipping documents and upgrade skills at Paul Hall Center when possible. He asked those leaving ship in New Orleans to clean rooms for next person. No beefs or disputed OT reported. Suggestion made for contracts department to look into pay raise. Request made for room fans. Steward department given vote of thanks for good meals and service.

BRENTON REEF (Seabulk Tankers), June 29—Chairman **Gregory A. Agren**, Secretary **William M. Simmons**, Deck Delegate **Richard W. Wittwer**, Steward Delegate **William M. Simmons**. Chairman spoke about need for BST certificate when applying for STCW and advised everyone to make sure all papers are in order before going to Coast Guard. Educational director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Suggestion made for contracts department to raise benefits for older pensioners to help subsidize cost of living expenses. Vote of thanks given to steward department for job well done. Next port: Long Beach, Calif.

EXPLORER (USSM), June 16—Chairman **George B. Khan**, Secretary **William R. Burdette**, Educational Director **Jimmie M. Robles**, Deck Delegate **Milton F. Caballero**, Engine Delegate **Fadel A. Mohamed**, Steward Delegate **Jimmy L. Williams**. Chairman stated Coast Guard not yet set up to begin processing new type of merchant mariner's documents. Payoff to be held June 18 in Los Angeles after meeting with patrolman. Chairman advised crew to read newest information on the need for visas when going to China. Fortunately, the *Explorer* crew was issued shore passes in Shanghai and Kwang Yang. Educational director talked about opportunities for upgrading skills

at Paul Hall Center. He also noted that if anyone is in doubt about their STCW documentation, they should have it checked before amnesty period expires. Treasurer stated \$357 in ship's fund. No beefs or disputed OT reported. Suggestions made to check with patrolman regarding recent news about USSM and Maersk and to get e-mail address for SIU headquarters. Recommendation made to get copies of current events for SIU and maritime industry in order to get better handle of changes affecting the union. Next port: Oakland, Calif.

GLOBAL MARINER (Transoceanic Cableship), June 29—Chairman **Tony Sivola**, Secretary **Robert A. Brown**, Educational Director **Lucian Plesa**, Deck Delegate **John G. Salarda Jr.**, Engine Delegate **Arthur Marshall**, Steward Delegate **Virginia P. Panoncillo**. Chairman stated ship in layup in Charleston, S.C. Payoff scheduled July 1. He noted everyone pleased with outcome of company's internal audit of safety management system. Secretary encouraged crew members to upgrade skills at Piney Point and to keep union dues up to date. He warned crew members to take care when coming and going from vessel in yard. Deck delegate asked that hard hats be worn on deck at all times while in yard. Information on how shipyard is to handle garbage to be discussed at later date. No beefs or disputed OT reported. Discussion held about invalid BST documents. Vote of thanks given to steward department for great food.

INNOVATOR (USSM), June 29—Chairman **Stephen R. Kastel**, Secretary **Mose Peacock Jr.**, Educational Director **Christopher L. Earhart**, Deck Delegate **James D. Morgan**, Steward Delegate **Mostafa Loumrhari**. Chairman announced pay raise effective July 1. Requested restriction to vessel be lifted in Shanghai since SARS now under control. Educational director stressed importance of upgrading skills at Paul Hall Center and making sure union dues are current. Treasurer stated \$1,121 in ship's fund. Captain took \$500 to purchase DVDs for crew. Request made for new DVD player for crew lounge as well. No beefs or disputed OT reported.

ITB GROTON (USS Transport), June 29—Chairman **Tony Carvalho**, Secretary **Gene Von Flotow**, Educational Director **Alex Koroteyev**, Deck Delegate **Joshua A. Mensah**, Steward Delegate **Romarico D. Hinayon**. Chairman announced payoff Aug. 1 in Wilmington, Calif. Educational director encouraged crew members to attend upgrading courses at Piney Point facility. Fifty percent of time spent at the school will apply toward pension. Treasurer reported pay raise effective July 1. No beefs or disputed OT reported. Deck delegate requested clarification on pay when signing on and off vessel. Communications read regarding invalid BST certificates. Suggestion made for drug prescription card to eliminate need for paying up front. Thanks to steward

department for being good feeder. Heading to ports in Washington and California.

LIBERTY GRACE (Liberty Maritime), June 15—Chairman **Juan Castillo**, Secretary **Terry J. Smith**, Deck Delegate **Jonathan D. Stringer III**, Engine Delegate **Roger D. Phillips**. Chairman informed crew members of payoff June 19 in Houston and explained need for up-to-date shipping documents and STCW training certificate. Secretary posted letter from headquarters about new vacation days starting July 1. Educational director advised everyone to make use of educational opportunities available at Piney Point. No beefs or disputed OT reported. Requests made for new ice machine and mattresses and repair to salad bar. Everyone asked to return movies when finished with them. Vote of thanks from crew to steward department for job well done.

MAERSK MISSOURI (Maersk Lines), June 27—Chairman **Sonny Pinkham**, Secretary **Roger G. Griswold**, Educational Director **James T. McParland**, Deck Delegate **Oliver M. Balico**, Engine Delegate **Adam Noor**, Steward Delegate **Melvin W. Hite**. Discussion held about need for port reliefs, especially after long foreign voyage. RMU **George Rose** left on medical emergency following the death of his mother. Educational director stressed need for verification of STCW certificates earned at facilities other than Piney Point. No beefs reported; some disputed OT noted in deck department. Recommendation made to increase pension and dental benefits. Discussion held about sailing board, collective bargaining agreement and mail. Vote of thanks given to steward department for good job. Next port: Elizabeth, N.J.

PERFORMANCE (USSM), June 30—Chairman **Jimmie L. Scheck**, Secretary **Charles B. Collins**, Educational Director **Michael C. Martykan**, Deck Delegate **Bart Bridges**, Engine Delegate **Ali S. Mohsin**, Steward Delegate **Monell N. Liburd**. Chairman announced payoff July 1 in Houston. Five lounge chairs and VCR to be brought aboard at that time. Crew members getting off should make sure room is clean and with fresh linen. Educational director spoke about upgrading opportunities available at Paul Hall Center. Treasurer stated \$75 in SIU emergency fund. No beefs or disputed OT reported. Thanks given to steward department for job well done and for cleaning up after barbecue. Next ports: Algeciras and Cadiz, Spain.

QUALITY (USSM), June 27—Chairman **Tony Beasley**, Secretary **Franklyn J. Cordero**, Educational Director **Paul P. Pagano**, Deck Delegate **Rivas Simeon**, Engine Delegate **Anthony M. Lieto**, Steward Delegate **Anselmo A. Lopez**. Chairman announced ship out of yard and things getting back to normal. He thanked crew for working safely and helping keep main house clean. Educational director advised those members who received STCW training at schools other than Piney Point send certificates for verification. No beefs or disputed OT reported. Suggestion made to increase dental plan benefits for members and dependents. Vote of thanks given to steward department and relief cook for job well done.

CLEVELAND (Sealift Inc.), July 12—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Thomas Koubek**, Deck Delegate **Cliff Lattish**, Steward Delegate **Ruben Ong**. Chairman thanked everyone

Life Aboard the USNS Pomeroy



Left: ABs Chris Edyvean and Beverly Williams help apply non-skid paint to the stern section of the *USNS Pomeroy*. Right: Mark Coleman is the bosun aboard the Maersk Lines vessel.



Left: Continuing to apply the non-skid paint are AB Tyler Laffitte and OS Rosita Livermon. Right: Steward department members recently took part in a day of survival suit training. Chief Cook Khaled Taffi and SA Beverly Stevens make it look kind of tricky.

for great job cleaning cargo hold. He reminded crew members that when applying for vacation, be sure to include pay vouchers. Additionally, he advised them to keep STCW certificates up to date. Secretary thanked crew for helping keep mess hall clean and separating plastic items from regular garbage. He asked those getting off to make sure rooms are clean for next person. Educational director talked about upgrading skills at Paul Hall Center whenever possible. Beef reported in engine department; no disputed OT noted. Vote of thanks given to steward department for good food, especially cookout. Next port: Houston.

ENDURANCE (USSM), July 7—Chairman **Romeo L. Lugtu**, Secretary **Jesse B. Natividad**, Educational Director **Grant W. Schuman**, Deck Delegate **Gerry A. Gianan**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Thurman C. Johnson**. Chairman announced smooth sailing from China on way to payoff in Los Angeles. No beefs or disputed OT reported. Clarification requested on certain aspects of shipping rules.

1st LT. ALEX BONNYMAN (Maersk Lines), Chairman **Barry D. Hamm**, Secretary **Philip F. Lau**, Educational Director **John H. Westfall**, Deck Delegate **Lafe L. Fraley**, Steward Delegate **Marcus R. Rowe**. Chairman thanked everyone for good job loading in Jacksonville and off-loading in Kuwait. Secretary stressed number of issues: (1) crew members need to be sure union dues are up to date; (2) shipping documents should be renewed at least three months before expiration; (3) upgrading opportunities are available at Paul Hall Center. No beefs or disputed OT reported. Pay raise effective July 3. Request made that reliefs be available to those crew members whose time is up.

HORIZON ENTERPRISE (Horizon Lines), July 6—Chairman **Roger J. Reinke**, Secretary **Francesca R. Rose**, Educational Director **Joseph J. Egan**, Deck Delegate **Erowin C. Udan**, Engine Delegate **Charles Johnson**, Steward Delegate **Alejo Fabia**. Chairman announced payoff July 11 in Tacoma, Wash. No one

should leave until ship has cleared customs and immigration. A barge will load small amount of bunkers at that time. Chairman also announced SARS restrictions lifted in Hong Kong and Taiwan. Crew may now go ashore in those ports. Secretary asked that pillows not be put in dirty laundry baskets. New pillows are on order. When they arrive, old ones may be tossed. Room inspections to be conducted by captain June 10. Everyone asked to return ship's movies by arrival in Tacoma. Educational director urged crew members to upgrade skills and posted Paul Hall Center class schedule on bulletin board. He advised everyone to save pay vouchers which will be needed when applying for vacation benefits. Discussion held about new cruise ship operations in Hawaii area. No beefs or disputed OT reported. Communications received regarding re-routing of LOGs to Tacoma and signing of ship's minutes by delegates and committee members. Thanks given to steward department for three big barbecues held in past month. Turnout and food was fantastic. Vote taken on what to do with old VCR player from crew lounge. It was decided it should be returned to previous bosun, **Robert Wilson**, who donated most dollars toward its purchase. Next ports: Oakland, Calif.; Honolulu; Guam.

MAERSK CAROLINA (Maersk Lines), July 10—Chairman **Raymond Henderson**, Secretary **Thomas W. Milovich**, Educational Director **Donald D. Williams Jr.**, Deck Delegate **Reuben M. Brown**, Engine Delegate **Frederick E. Petterson Jr.**, Steward Delegate **Mario Clotter**. Chairman read July headquarters report pertaining to new shipping rules. Secretary requested copies of both contracts. Educational director encouraged crew members to upgrade skills at Piney Point and not forget to renew z-cards. Recommendations made for company to enforce no smoking policy on bridge when pilot is on board and AB is in hard steering. Suggestion also made for there to be no working on watch. Juice machine needed for duty mess hall and ice machine for galley. Deck department was thanked for hard work, and vote of thanks given to steward department for great job. Next ports: Halifax, Canada; Newark, N.J.; Norfolk, Va.

Final Departures

Continued from page 18



operated by Inland Lakes Management. He began collecting compensation for his retirement in 1994. Brother Hull was a resident of Maple Ridge, Mich.

NILES LOVEGROVE



Pensioner Niles Lovegrove, 80, passed away June 2. After joining the Seafarers, Brother Lovegrove worked in the deck department. He started collecting compensation for his retirement in 1971. Born in Tennessee, Brother Lovegrove made his home in Elberta, Mich.

ROBERT RADZIESKI



Pensioner Robert Radzieski, 77, died April 16. Brother Radzieski started his career with the Seafarers in 1961 in

Cleveland, Ohio. A veteran of the U.S. Navy, he first sailed aboard a Great Lakes Associates, Inc. vessel. Brother Radzieski was a native of Ohio and worked in the deck department. His final voyage was aboard the *Paul H. Townsend*, an Inland Lakes Management, Inc. vessel. Brother Radzieski lived in his native state and began receiving his pension in 1991.

INLAND

JAMES BRATCHER



Pensioner James Bratcher, 77, died June 1. Born in Florida, Boatman Bratcher joined the SIU in 1960. The U.S. Navy veteran initially sailed aboard a G&H Towing Co. vessel. Boatman Bratcher worked in the inland as well as the deep sea division and shipped in the engine department. He last sailed aboard a Michigan Tankers vessel. The Houston resident began receiving his retirement pay in 1981.

LARRY T. FULCHER

Boatman Larry T. Fulcher, 57, passed away April 6. He joined the SIU in 1967. Boatman Fulcher was a member of the deck department and shipped as a captain. He last worked on a Maritrans Operating Co. vessel and lived in Willeston, N.C.

RICHARD MOORE



Pensioner Richard Moore, 81, died May 4. Brother Moore started his SIU career in 1971 in the port of Baltimore. Born in Ohio, Boatman Moore was a veteran of the U.S. Navy. He shipped in the deck department and worked primarily aboard Moran Towing Co. of Maryland vessels. The Baltimore resident began collecting retirement stipends in 1987.

EDWARD PFRANG

Boatman Edward Pfrang, 56, passed away May 9. He joined the Seafarers in 1975 in the port of Baltimore. A U.S. Navy veteran, Boatman Pfrang shipped in the engine department. He worked primarily aboard vessels operated by Moran Towing Co. of Maryland. Born in Jersey City, N.J., Boatman Pfrang made his home in Owings Mills, Md.

RICHARD SOUZA

Pensioner Richard Souza, 70, died April 2. Boatman Souza joined the SIU in 1974 in the port of Philadelphia after serving in the U.S. Coast Guard. The Massachusetts-born mariner shipped in the deck department and worked primarily aboard vessels operated by Mariner Towing. Boatman Souza made his home in Westbrook, Maine. He began receiving compensation for his retirement in 1996.

RAILROAD MARINE

POWELL F. HUDGINS



Pensioner Powell F. Hudgins, 89, died April 15. He began his career with the Seafarers in 1965 in the port of Norfolk, Va. Before joining

the SIU, he served in the U.S. Coast Guard. Brother Hudgins was a member of the deck department and worked primarily aboard Pennsylvania Railroad/Norfolk vessels. He started collecting compensation for his retirement in 1970 and made his home in Matthews, Va.

ATLANTIC FISHERMEN

FRANK PALAZOLA



Pensioner Frank Palazola, 91, passed away April 15. Brother Palazola started his career with the Atlantic Fisherman's Union, an affiliate of

the SIU before it merged with the AGLIWD in 1981. Born in Gloucester, Mass., the engine department member began receiving compensation for his retirement in 1976. He lived in Massachusetts.

Editor's Note: The following brothers, all former members of the NMU and participants in the NMU Pension Trust, have passed away:

BENNIE ARKWRIGHT



Pensioner Bennie Arkwright, 80, died June 24. Brother Arkwright joined the NMU in 1966. His first ship was the

American Reporter. Born in Chatham County, Ga., Brother Arkwright sailed in the deck department. His final voyage was aboard the *Shirley Lykes*. Brother Arkwright began collecting compensation for his retirement in 1992.

RALPH DEMITA

Pensioner Ralph Demita, 79, passed away July 5. Born in Boston,



Brother Demita launched his NMU profession in 1944. Sailing out of the port of New York, he initially went to sea on the *Hawthorn*.

Brother Demita worked in both the steward and deck departments and last sailed on the *Green Lake*. He started collecting his retirement benefits in 1967.

PHILIP ELDEMIRE



Pensioner Philip Eldemire, 78, died June 6. Brother Eldemire started his vocation with the NMU in 1946. Born in the British

West Indies, he initially shipped out of the port of Baltimore aboard the *Carvale Victory*. Brother Eldemire worked in the deck department and last went to sea on the *Gulf Trader*. He started receiving his pension in 1972.

DAVID JOHNSON



Pensioner David Johnson, 77, passed away July 15. The Hawaii-born mariner joined the NMU in 1945. Shipping out of the port of Honolulu, he

initially went to sea aboard the *Andree*. Brother Johnson worked in the engine department and began receiving retirement pay in 1991. His final ocean voyage was on the *Texaco Montana*.

MURVIN LANDRY



Pensioner Murvin Landry, 71, died July 12. He commenced his NMU career in 1953. Brother Landry's initial voyage was aboard the *John*

Lykes. Born in Louisiana, he worked in the deck department. His final trip to sea was on the *Marine Chemist*. Brother Landry started collecting stipends for his retirement in 1984.

JOHN McKELVY



Pensioner John McKelvy, 76, passed away July 3. Born in Abilene, Texas, his first ship was the *Massachusetts*. Brother

McKelvy sailed in the deck department as a bosun and last worked on the *Gulf Swamp*. He began receiving his pension in 1968.

LUIS SIERRA



Pensioner Luis Sierra, 80, died July 13. Brother Sierra launched his career with the NMU in Puerto Rico, first sailing from the port of San Juan.

Brother Sierra began receiving retirement stipends in 1972.

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.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

| Course | Arrival Date | Date of Completion |
|---|-----------------------------|----------------------------|
| Able Seaman | September 29 November 10 | October 24 December 5 |
| Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i> | September 8 October 27 | September 12 October 31 |
| GMDSS (<i>Simulator</i>) | September 15 | September 26 |
| Lifeboatman/Water Survival | September 15 October 27 | September 26 November 7 |
| Radar | October 13 | October 24 |
| Specially Trained Ordinary Seaman (STOS) | October 13 December 1 | October 24 December 12 |

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 August 18.

Recertification

| | | |
|-------|-----------|------------|
| Bosun | October 6 | November 3 |
|-------|-----------|------------|

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 _____

Engine Upgrading Courses

| Course | Arrival Date | Date of Completion |
|----------------------|--|---|
| Oiler | September 8 November 3 | October 17 December 12 |
| Welding | September 8 October 6 November 3 | September 26 October 24 November 21 |
| Engine Utility (EU) | September 29 November 17 | October 24 December 12 |
| QMED Junior Engineer | September 22 | December 12 |

Safety Specialty Courses

| Course | Arrival Date | Date of Completion |
|---|---|---|
| Advanced Fire Fighting* – (5-day course) <i>(*must have basic fire fighting)</i> | November 3 | November 7 |
| Advanced Fire Fighting – (2-week course) | September 1 | September 12 |
| Basic Fire Fighting/STCW | September 1 September 15 September 28 October 13 October 27 November 3 November 10 November 17 December 1 December 8 | September 5 September 19 October 3 October 17 October 31 November 7 November 14 November 21 December 5 December 12 |
| Government Vessels | September 1 October 20 November 3 | September 5 October 24 November 7 |
| Tanker Familiarization | October 6 December 1 | October 17 December 12 |
| Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i> | November 17 | November 21 |

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED Junior Engineer, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study. 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 OL, AB and JE applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.

| COURSE | BEGIN DATE | END DATE |
|--------|------------|----------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

9/03

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 640 — Graduating from the water survival class are unlicensed apprentices from class 640. They are (from left, front row) Annie Walker, Stag Rye, Timothy Ross, Erick Toledo-Colon, Keith Smith, Kyle Byron, Eduardo Cruz, (back row) Damien Bautista, Robert Walter, Ryan Dauphin, Richard Nemanic, Joshua Kilbourn, Michael Fowler, Erik Bradley, Ricky Greenwood, Joseph Dupre and Donnlee Kivi.



Engine Utility — Completing the the engine utility class July 18 are unlicensed apprentices (in alphabetical order) Michael Harris, Regis Makowski, Carus Peet, Steven Ruppert, Nathan Slack, Justin Violanti, Edward Willis and upgrading Seafarers Isaac Diaz, Roger Nesbeth and Blas Robert. Their instructor, Ben Vernon, is at far left.



Advanced Fire Fighting

— Earning their advanced fire fighting endorsements Aug. 1 are (in alphabetical order) William Fontaine, Duane Givens, Judson Hand, Trinity Ippolito, Dvid James, Gregory May, Cameron Peterson, William Powell and John Zabielski.



STOS and Lifeboatman/Water Survival — Receiving certificates for completion of the STOS course July 3 (above) are upgrading Alaskan fishermen (in alphabetical order) Gary Bell, Elpidio Caing, Rollin Crump, Calvin Edwards, Andrew Esteban, Sam Finley, Jeffrey Jenkinson, William Jones, Angel Manlunas, Kimberly Nathan, Robert Newcomb, Armando Olde, Laurence Ramirez and Thessolonian Smith. Their instructor, Bernabe Pelingon, stands second from right. The same group completed the lifeboatman/water survival course (below) June 20.



Able Bodied Seamen — Graduating from the AB course Aug. 1 are (in alphabetical order) Xavier Alfaro, Christopher Avila, Naomi Blount, Jonathan Eitz, Nathan Elliott, Eugene Evans, Charles Goodfellow, John Johnson, Denny Manns, Zacarias Suazo and Jerry Wilder. Their instructor, Bernabe Pelingon, is at far right.



Computer Lab



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. In photo at left are Roger Nesbeth (left) and Raul Napoles. Their instructor, Rich Prucha, stands behind them. In photo at right are (from left, front row) Rere Paiti, Edward Aperto, Zein Achmad, (second row) Rich Prucha (instructor), Nathan Elliott and Robert Banks.



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.

Paul Hall Center Classes



ARPA — Under the instruction of Mike Smith (right) are upgrading Seafarers who completed the ARPA course Aug. 1. They are (in alphabetical order) Johnie Chavis, Vessislav Dyoulgerov, Ernie Hudgins, Miles Janecka, Robert Knowlton, Philip Perry, Kelly Stanford and Mark Tilly.



Radar — Completing the radar course July 25 are (in alphabetical order) Margarete, Johnie Chavis, Miles Janecka, Robert Knowlton and Philp Perry. Their instructor, Mike Smith, is at far left.



GMDSS — With their instructor, Brad Wheeler (left), are July 11 graduates of the GMDSS course. They are (in alphabetical order) Janet Baird, Jaime Baretty, Paul Jagger, Robert Murray and Keith Williams.



Tanker Familiarization/Assistant Cargo (DL) — Completing the tanker familiarization/assistance cargo (DL) course June 13 are (in no particular order) Laurence Ramirez, Kimberly Nathan, William Jones Sr., Calvin Edwards, Kevin Russell, Robert Scrivens, Sam Finley, Gary Bell, Randolph Patterson, Chris Chikwere, Armando Olde, Elpidio Cainag Jr., Andrew Esteban, Thessolonian Smith and Robert Newcomb.



STOS — Receiving certificates for completion of the STOS class July 18 are (in alphabetical order) Brian Delatte, Alexander Doodoo, Andrew Eastman, Jerry Guglielmello, William Mele, Aurelian Moise, George Peters and Michael Vankuiken.



Tanker Familiarization/Assistant Cargo (DL) — Another June 13 graduating class from the tanker familiarization/assistant cargo (DL) course June 13 are (in no particular order) Arnold Neff Jr., John Shank, Eugene Perez Jr., David Denizac, Robert Funk, Gary Mann, David Turinski, Gary Ranne, Kenneth Lewin, Arnaldo Fernandez, Jeffrey Jenkinson, Gabriel Tomsah, Gabriel Arhin and Rollin Crump.



Fast Rescue Boat — Under the instruction of Stan Beck (seated, right) are Seafarers who completed the fast rescue boat course July 25. They are (in alphabetical order) Brian Bowman, James Boyce Sr., Kevin DeLaitre, Reed Sarbou, William Shelley and William Travis.



Celestial Navigation — Instructor Stacy Harris (right) poses with students who completed the celestial navigation course July 25. From the left are Bradley Burkart, Robert Boudreaux, Anthony Lowman, Leonard Lambert and Norman Skipper.



STCW — July 18: Faisal Abdo, Saleh Abdulrab, Darryl Bence, Alphonzo Berry, Glen Biddle, Victor Cooper, Bryce Flader, Harry Galdeira Jr., James Harris, John Henry, Gordon Hiltburner, Marjorie Mack, Homar McField, Walter Ott, Wilfredo Palacios, Steven Reed, John Regina, Sadig Saeed, Melvin Singletary, Jerome Slade, Saleh Soofi, Dwight Wuerth and Neil Warren.



UNIONS BUILD A BETTER AMERICA

Union Label Week
 Sept. 1-6, 2003

With Seafarers in Charm City

SIU Members Undeterred by Summer Heat

Around the port of Baltimore, SIU members are active aboard many different types of vessels. Cable ships, RO/ROs and a hospital ship are among the Seafarers-crewed vessels home ported in the town nicknamed Charm City.

Earlier this summer, several shipboard ceremonies took place in Baltimore as SIU crews were honored by the U.S. Maritime Administration (MarAd) and the U.S. Military Sealift Command (MSC) for their support of American and allied troops in Operation Iraqi Freedom. The Ready Reserve Force (RRF) ships *Wright* and *Cape Washington*

and the hospital ship *USNS Comfort* were among those serving as backdrops for the ceremonies.

Last month, on a more routine day, a visit to Maryland's largest city found Seafarers steadily getting the job done despite very hot temperatures.

Aboard the *USNS Denebola*, Chief Steward **Julie Dvoroznak** and Chief Cook **John Cator** cheerfully prepared lunch for their shipmates. Dvoroznak mentioned that she recently completed the chief cook course at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. "It was great—very informative, and the instructors were terrific," she stated.

Dvoroznak isn't the only person aboard the *USNS Denebola* who recommends upgrading at the Paul Hall Center. Chief Engineer Jim Varela graduated from the trainee program in 1979, and returned several times for additional training. He still possesses a Piney Point class ring.

"I sailed as a wiper in 1979. The *LNG Gemini* was my first ship," Varela recalled. "I went from the bottom all the way to the top, and I'd advise any young Seafarers to take advantage of the opportunities at Piney Point. As you pursue your career, education is so important."



After sailing with the SIU for nine years, John Fichter recently signed on aboard the *USNS Denebola* as third engineer.



Pictured aboard the *USNS Denebola* are (from left) SIU Port Agent Dennis Metz, Chief Cook John Cator, Bosun Francisco Bravo, Chief Steward Julie Dvoroznak, Wiper Antonio Perez, OS Tavell Love, Wiper Brian Lusk and AB Terrence Carmody.



The SIU-crewed *Cape Washington* (foreground) and *Cape Wrath*, seen from the deck of the *Tyco Decisive*, remain docked in Baltimore following their respective deployments for Operation Iraqi Freedom.

Supporting the Troops

Bosun **Francisco Bravo** sailed on the *USNS Denebola* throughout the combat phase of Operation Iraqi Freedom. "It was okay," he said. "The military people, they were good fellows, very friendly. We had restrictions, but I didn't want to go ashore anyway."

On another Baltimore-based, SIU-crewed vessel, **GUDE Mark Canada** recalled his experience serving aboard the *Wright* during the war. "We went straight through the Red Sea to the Persian Gulf," he said. "We were close to the action, but not too close."

Canada pointed out that because of the *Wright's* important role as an aviation logistics support ship, "If another war happens, we'll be there."

During Operation Iraqi Freedom, the *Wright* was deployed for 145 days in support of U.S. troops. Its mission included transporting a helicopter platform, a complete repair shop, and equipment for fixed-wing and rotary-wing aircraft.

While the *Wright* just finished a big mission, another SIU ship in



Chief Steward Julie Dvoroznak finishes preparing a tasty lunch on the *USNS Denebola*.

Aboard the Tyco Decisive



OMU Josecito Vicente



Chief Cook Jorge Lanas



OMU Chris Corpuz



Chief Steward Dante Slack



OMU Alfredo Mendoza

Staying Current, Paul Hall Center Instructors Take Hands-On Approach with Shipboard Gear



One way that instructors at the Paul Hall Center for Maritime Training and Education help ensure that students receive the most up-to-date schooling is by staying familiar with the latest shipboard equipment. At left, Paul Hall Center instructor Tom Cessna examines fire fighting gear aboard the *USNS Denebola* last month in Baltimore as Bosun Francisco Bravo looks on. Cessna also checked out other safety equipment on the *Denebola* as well as aboard the *Wright* and *Tyco Decisive*. He then shared his findings with other instructors at the Piney Point, Md.-based school. The Paul Hall Center offers dozens of U.S. Coast Guard-approved courses, including numerous STCW classes.

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