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Paul Hall Center Announces New Career Tracks, 2003 Course Guide

The Paul Hall Center for Maritime Training and Education has announced upgrading course dates and descriptions for the first part of the new year. The Piney Point, Md. facility also has posted details about new career tracks for deck and engine department mariners, which include several new classes. Pictured



here is a small sampling of recent training at the school, including (clockwise, from left) lifeboat, STCW Basic Safety, docking, and unlicensed apprentice training (here featuring UA Leroy Jones, left, and BREC Stanley Daranda).

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Seafarers Donate to 9/11 Funds

In the days following the attacks of September 11, Seafarers and officers from the cruise ships *ms Patriot* and the *Independence* unanimously voted to donate all of their crew funds—totaling \$50,000—to the New York State Fraternal Order of Police Foundation and the New York Firefighters 9/11 Disaster Relief Fund. Last month, a check was presented to Police officials at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Arrangements are being finalized to present the donation to the Firefighters. Pictured at the school are (from left) Charles Caputo, New York national trustee of the Grand Lodge FOP; SIU President Michael Sacco, Seafarer Julie Teruya and Grand Lodge FOP President Steve Young. Page 2.

IMO Adopts Key Measures

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Members, Guests Pack San Francisco Hall For Yearly Holiday Feast

The annual holiday gathering at the SIU hall in San Francisco proved more popular than ever, with an estimated 450 Seafarers and guests turning out for the Nov. 26 event. New U.S. House of Representatives Democratic Leader Nancy Pelosi (at podium, flanked by SIU VP West Coast Nick Marrone to her right and SIU Asst. VP Nick Celona) and San Francisco Mayor Willie Brown were among the distinguished visitors. Page 7.



Crew Prevents Tragedy

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SIU's Year in Review

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President's Report

Progress in 2002

Throughout our country, the biggest story of 2001 obviously was September 11. In fact, I'm sure that every American who was old enough to comprehend the terrorist attacks will never forget the sickening feeling we all shared. It is an awful memory which will last a lifetime.



Michael Sacco

That shock gave way to determination to fight back. And that's why, in 2002, it was the aftermath of the attacks that really took center stage. Certainly that was the case for the maritime industry, where everything from port security to runaway-flag shipping to the Maritime Security Program (MSP) to mariner identification were viewed in a whole new light.

As usual, the SIU didn't sit on the sidelines. We testified before Congress about the dangers of runaway flags and the need to expand the MSP. We participated in high-level meetings both here and abroad concerning mariners' rights, documentation and training requirements. During separate conferences held by the National Defense Transportation Association and International Maritime Organization, as well as in other discussions, we shared our perspective on issues related to port security.

By the way, it's no stretch to say that port and shipboard security are some of the most difficult issues our industry has ever faced. That's one reason why it took more than a year after September 11 to enact a port security bill. And, keep in mind, the bill's provisions will take more time to actually put into place. It's also a reason why the U.S. Coast Guard is moving to the new Department of Homeland Security.

I think it's worth mentioning that as our U.S. maritime industry continues to wrestle with security issues, the dialogue and cooperation have been outstanding among labor, business and government. We certainly have our disagreements, but there's also an appropriate sense of teamwork and national pride. Cooperation also has been evident in international forums, most notably the IMO conference that took place last month in London.

For the SIU, there were other important developments in 2002. As always, we remained aggressive in pursuit of new shipboard jobs—and we enjoyed plenty of success. Seafarers welcomed many new and reflagged vessels as well as other newly contracted bottoms, including prepositioning ships, oceanographic surveillance vessels, heavy lift ships, ATBs, dredges, passenger ferries, a LASH ship and an ice-class vessel for the Antarctic resupply mission. Our Government Services Division Seafarers also gained jobs when the *USNS Arctic* transferred from the military to MSC.

And, in a most welcome rebound from the economic consequences of September 11, three SIU-crewed riverboat cruise vessels in the Delta Queen fleet returned to service under new ownership.

In Piney Point, Md., the Paul Hall Center for Maritime Training and Education continued to provide top-notch training in first-class surroundings. When the long-anticipated STCW deadline arrived in February, our members were prepared, thanks to the school. Courses and training equipment were added and improved. A new hotel was constructed, offering upgraders the chance to enjoy single-occupancy rooms as they continue their vocational training. New career tracks were finalized for deck and engine department mariners that should give them a clearer path toward advancement.

On that note, the school's board of trustees deserves a sincere word of thanks and appreciation for constantly working to improve the Paul Hall Center and for keeping it a step ahead of the industry's training needs. The trustees do a great job.

The SIU secured other gains in 2002, including a number of new contracts in the deep sea, Great Lakes and inland divisions.

We continued the political activities that are so vital to our survival.

We built upon the historic merger of the NMU into the SIU, erasing any doubt whatsoever that it was the right move.

We lived up to our billing as part of the nation's Fourth Arm of Defense by crewing ships in support of the war on terrorism.

We kept up the pressure in the campaign to organize oil-patch mariners.

We continued our long tradition of standing in solidarity with other unions in their pursuit of fair contracts and better working conditions.

And of course, we remained extremely active in support of the International Transport Workers' Federation's campaign against runaway flags.

As always, our progress wouldn't be possible without the solid professionalism of Seafarers and the strong support you give to this union. I thank you for that support, and I assure you that the SIU will continue to deliver for the membership, and our country.

American Classic Crews Donate to Sept. 11 Funds

Even after learning that they would be laid off because their company had filed for reorganization—a result of economic fallout from the September 11, 2001 attacks—crew members from the *ms Patriot* and the *Independence* were intent on helping the victims.

They proved their concern by unanimously voting to donate all of their crew funds—totaling \$50,000—to the New York State Fraternal Order of Police (FOP) Foundation and the New York Firefighters 9/11 Disaster Relief Fund.

The unlicensed mariners are members of the Seafarers International Union. Licensed officers also contributed to the donations, which totaled \$25,000 to each fund.

Last month, a check was presented to FOP officials at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Arrangements are being finalized to present the donation to the Firefighters.

"It seemed automatic," recalled Seafarer **Julie Teruya**, a cabin steward who had sailed on both vessels. "We saw people in need and decided to help out. We realize the ships went bankrupt because of September 11, and this donation was just something we all wanted to do."

"It was a heartfelt situation," stated **Laurie Victorino**, a cabin steward on the *Indy*. "The whole ship was badly shaken and saddened. You want to reach out at a serious time of need. Personally, I wouldn't second-guess if I should or I shouldn't. It was an automatic thing."

A ship's fund is a voluntary account typically used to purchase items for use by the crew, such as movies, gym equipment or menu treats for holidays or other special occasions.

Altogether, hundreds of mariners were working on the two



The check presentation to the FOP fund takes place last month at the Paul Hall Center in Piney Point, Md. Pictured from the left are SIU VP Contracts Augie Tellez, Grand Lodge FOP President Steve Young, Paul Hall Center VP Don Nolan, SIU President Michael Sacco and Charles Caputo, New York national trustee of the Grand Lodge FOP.

Hawaii-based, U.S.-flag cruise ships when the attacks occurred in New York, Washington and Pennsylvania.

Charles Caputo, New York national trustee of the Grand Lodge FOP (an entity in charge of the fund), said that when he heard about the donations from the mariners, "I had a tear in my eye. These people are unbelievable in their generosity. We looked upon all the people throughout the country as our heroes, for what they were doing—not only for FOP, but also Firefighters and civilians."

Caputo said he is "amazed" that donations still are coming in from throughout the nation. "The money will be distributed amongst the families who lost people in the World Trade Center law enforcements. We're dividing it up and giving it just before Christmas."

"We do appreciate everything we get," he added. "Being honest, New York thanks everybody, because the people who are giving are our heroes. We feel humbled."

IAFF President Harold Schaitberger said that his union "appre-

ciates the generosity of our brothers and sisters in the Seafarers, particularly considering the economic difficulties they faced at the time. As always, we stand in solidarity with the SIU."

Teruya was aboard the *Indy* on September 11. "People were crying, and you could see passengers and crew members walking around in a daze," she said. "We also had crew members who have family in New York, so you can imagine how upset they were."

American Classic Voyages, which operated the two ships, filed a voluntary petition for reorganization under Chapter 11 of the U.S. Bankruptcy Code in Wilmington, Del. on Oct. 19, 2001. Five days later, the *Indy* and *Patriot* crews voted to donate their funds.

"It's another example of the SIU's motto: Brotherhood of the Sea," said Neil Dietz, the union's Honolulu-based port agent. "The crew members from those ships treated each other like family, and they pulled together and were completely unselfish during a very difficult time. They deserve credit."

SIU, ITF Assist ILA in Toledo Dispute

Acting on a tip from an anonymous crew member, SIU International Transport Workers' Federation (ITF) Inspector Don Thornton last month lent key support to the International Longshoremen's Association (ILA) in a dispute with port management in Toledo, Ohio.

Thornton took a call from someone who was aboard the Cyprus-flagged *Vamand Wave*, a runaway-flag ship covered by an ITF contract. Reportedly, the dock manager in Toledo (Archer Daniels Midland) planned to use company personnel to load grain onto the *Vamand Wave* and also had requested crew members' assistance.

"This traditionally has been ILA work and (using management and crew) would be a direct violation of their contract," noted Thornton, the SIU's port agent in Algonac, Mich.



Mariners on the Cyprus-flagged *Vamand Wave* honored an ILA picket line by refusing management requests to help load the vessel in Toledo, Ohio.

When he arrived at the pier, Thornton met with local ILA official Dick Gabel, who was heading a picket line. "It seems that the ship, on her initial approach to the river that leads to the dock, was met by a strike boat that was operated and manned by the ILA," Thornton said. "The pilot of the *Vamand Wave* was also ILA and needless to say turned the ship around. This happened three times. On the fourth time, they made it to the dock, and the next day (Dec. 6) is when I arrived."

Thornton met with the captain and crew and reiterated "that under no circumstances were they to do dockers' work. They assured me that they wouldn't."

The inspector helped the cause by taking the story to local television affiliates of ABC, CBS, Fox and NBC, each of whom reportedly aired segments about the situation.

Later, when management personnel began loading the ship, the crew members refused to assist.

The ITF is a federation of 604 transport trade unions in 137 countries, including the SIU, representing around 5 million workers. The ITF was founded in 1896 in London by European seafarers' and dockers' union officials.

Today, the federation represents transport workers worldwide and promotes their interests through global campaigning and solidarity. It is dedicated to the advancement of independent and democratic trade unionism, and to the defense of fundamental human and trade union rights.

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IMO Adopts Maritime Security Measures

A new, all-inclusive security system for international shipping is on the horizon following the adoption of a series of measures by the International Maritime Organization (IMO).

The new rules—designed to strengthen maritime security and prevent and suppress acts of terrorism against shipping—were adopted during the Dec. 9-13 Diplomatic Conference of Contracting Governments to the 1974 International Convention for the Safety of Life at Sea (SOLAS) in London. The fresh procedures represent the culmination of just over a year's intense work by IMO's Maritime Safety Committee and its Intersessional Working Group since the terrorist atrocities in the United States in September 2001.

Conference attendees included 108 contracting governments to the 1974 SOLAS Convention, observers from two IMO member states and observers from the two IMO associate members. United Nations specialized agencies, intergovernmental organizations and non-governmental international organizations also sent observers to the conference.

SIU Secretary-Treasurer David Heindel, who also serves as vice chairman of the Seafarers' Section of the International Transport Workers' Federation (ITF), represented the union. Bill Eglinton,

director of training at the Paul Hall Center for Maritime Training and Education, represented the school.

The conference adopted a number of amendments to the 1974 SOLAS pact, the most sweeping of which is the new International Ship and Port Facility Security Code (ISPS Code). The Code contains detailed security-related requirements for governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet these requirements in a second, non-mandatory section (Part B). Also adopted were a series of resolutions designed to add weight to the amendments, encourage the application of the measures to ships and port facilities not covered by the Code and pave the way for future work on the subject.

"It's amazing how swiftly these amendments were passed," noted Heindel. "Normally, it would take five years to produce this amount of work."

"Although many countries contributed to the final document," he continued, "(U.S. Coast Guard) Admiral Paul Pluta, his staff and the U.S. delegation deserve our gratitude for their efforts in putting a lot of momentum behind these measures. Certainly, it will go a long way in ensuring safety at sea."

Eglinton added, "I believe the IMO has addressed every conceivable aspect of shipping which might possibly have an inherent weak area as it relates to terrorism. The ITF, along with U.S. maritime labor, was able to put forward language in the Code and resolutions which hopefully will guarantee seafarers shore leave while living in a heightened maritime security world. In addition, the preamble to the Code also includes a strong statement on shore leave for merchant mariners. These new SOLAS regulations, along with the newly adopted ISPS Code, should go a long way toward increasing security aboard our ships and in our ports and around the entire world."

ISPS Code

Basically, the Code takes the approach that ensuring the security of ships and port facilities is a risk management activity and that to determine what security measures are appropriate, risk assessments must be made on a case-by-case basis. Its purpose is to provide a standardized, consistent framework for evaluating risk, enabling governments to offset changes in threat with changes in vulnerability for ships and port facilities.

To begin the process, each contracting government will conduct port facility security assessments. These assessments will have three essential components. First, they must identify and evaluate important assets and infrastructures that are critical to the port facility as well as those areas or structures that, if damaged, could cause significant loss of life or damage to the port facility's economy or environment.

Next, the assessment must



SIU Secretary-Treasurer David Heindel (left) and Jean-Marc Schindler, chairman of the ILO Tripartite Working Group on Maritime Labor Standards, participate last month in the IMO conference in London.

identify the actual threats to those critical assets and infrastructure in order to prioritize security measures.

Finally, the assessment must address vulnerability of the port facility by identifying its weaknesses in physical security, structural integrity, protection systems, procedural policies, communications systems, transportation infrastructure, utilities and other areas within a port facility that may be a likely target. Once this assessment has been completed, a contracting government can accurately evaluate risk.

This risk management concept will materialize in the Code through a number of minimum functional security requirements for ships and port facilities. For ships, these requirements will include ship security plans, ship security officers, company security officers and certain onboard equipment. For port facilities, the requirements will include port facility security plans, port facility security officers and certain security equipment. In addition, the

requirements for ships and for port facilities include monitoring and controlling access, monitoring the activities of people and cargo and ensuring security communications are readily available.

Since each ship (or class of ship) and each port facility present different risks, the method in which they will meet the specific requirements of this Code will be determined—and eventually approved—by the administration or contracting government.

To communicate the threat at a port facility or for a ship, the contracting government will set the appropriate security level. Security levels 1, 2 and 3 correspond to normal, medium and high threat situations, respectively. The security level creates a link between the ship and the port facility, since it triggers the implementation of appropriate security measures for the ship and for the port facility.

The preamble to the Code states that, as a threat increases, the only logical counteraction is to reduce vulnerability. The Code provides

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Serving on the bargaining committee were (from left) Chief Engineer Al Huntington, Capt. Chuck Hodges, SIU VP Gulf Coast Dean Corgey, SIU Asst. VP Jim McGee, Capt. Rodney Nix and Quartermaster Steve Huttman.

G&H Boatmen Okay Contract

By an overwhelming majority, SIU boatmen employed by G&H Towing in the Houston area recently approved a new three-year contract.

The agreement calls for wage increases as well as "Plan G" medical benefits—the top benefit plan for Seafarers. Voting took place in October.

The new contract covers an estimated 240 SIU boatmen.

"I've been in the union 23 years, and this has got to be [among] the top two contracts that we've ever gotten," said Capt. **Rodney Nix**, who served on the negotiating committee. "It's a good contract and I'm satisfied with the whole thing. I like the percentages that we got, and I love the new Plan G—I think that's a wonderful medical package."

"The general feeling is, everyone is fairly pleased, especially considering the economy," said Capt. **Chuck Hodges**, who also served on the committee. "Plan G gives us prescriptions for dependents, which is a new benefit.... Overall, the reaction is favorable. I haven't heard any negative comments."

Joining Nix and Hodges on the bargaining committee were Quartermaster **Steve Huttman**, Chief Engineer **Al Huntington**, SIU Vice President Gulf Coast Dean Corgey and SIU Assistant Vice President Jim McGee.

"The SIU members on the committee really worked hard," noted McGee. "They took the whole process very seriously and they deserve credit."

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, February 17, 2003 for the observance of Presidents' Day (unless an emergency arises). Normal business hours will resume the following workday.

SIU Supports Snow's Nomination As New U.S. Treasury Secretary

SIU President Michael Sacco on Dec. 10 sent a letter to President Bush applauding the announcement of John Snow as the nominee for the office of U.S. Treasury Secretary.

Snow, 63, is chairman and president of CSX Corp., parent company of SIU-contracted CSX Lines. President Bush announced his nomination Dec. 9.

In his correspondence to President Bush, Sacco noted, "I have worked with John for many, many years, and have found him to be an exceptional and capable authority. His character is outstanding. His unwavering fairness and honesty are refreshing. His consideration for the American worker is essential and genuine, as reflected by his comments upon being nominated."

Sacco further described Snow as "a man of vision, integrity and determination. As our nation continues to rebuild the economy and fight the war on terrorism, John's demonstrated capacity to work through difficult issues and reach equitable, beneficial solutions will serve the country well."

Among Snow's many honors through his years of service with CSX is receipt of the Maritime Port Council of Greater New York and Vicinity's Maritime Man of the Year award in 1996. This tribute is the highest award that can be given to a U.S.-flag shipping company official by the maritime unions working at the port of New York/New Jersey.

In the letter to President Bush, Sacco added, "During John's many years at the helm of CSX, I've had the opportunity to work with him on an array of complex issues. I have seen firsthand, both as president of the Seafarers International Union and as a vice president of the AFL-CIO, that John is a man of vision, integrity and determination."

When he announced the nomination, President Bush stated, "John Snow has excelled as a business



White House photo by Paul Morse

John Snow, who has been nominated to be the Secretary of Treasury, listens to President George W. Bush's remarks in the Dwight D. Eisenhower Executive Office Building on Dec. 9.

leader, an expert on economic policy, an academic, and as a public servant. He'll be a superb member of my Cabinet."

Snow, speaking to the president during the news conference for the nomination, said, "I strongly share your view that we cannot be satisfied until everyone—every single person who is unemployed and seeking a job—has an opportunity to work. I pledge to you to use all my talents, my power, my energy and my ability to strengthen the current economic recovery and create an environment where millions of job-creators—those small businesses and partnerships and medium-sized businesses and large businesses—and investors, all across America, will grow and prosper. I also understand the importance of working closely with other countries to build and maintain a prosperous, growing and stable global economy as we successfully prosecute the war on terror."

Chilbar Crew Prevents New Orleans Tragedy

Episode Sharply Contrasts With Bright Field Disaster

The way AB Mike Kennedy sees it, the differences between U.S.-flag ships and runaway-flag vessels are highlighted by two noteworthy incidents at the Riverwalk in New Orleans.

In December 1996, the Liberian-flagged freighter *Bright Field*, committing one blunder after another, sailed into the Mississippi River's crowded east bank in New Orleans—blasting into the side of a shopping mall and causing sections of a hotel and parking garage to collapse. Amazingly, no one died in the accident, although 62 people were injured and the shore-side

facilities sustained an estimated \$19 million in structural damage.

By contrast, the professional reaction of Seafarers and officers aboard the *Chilbar* when the vessel lost steering near the same area in New Orleans made all the difference, Kennedy said. The *Chilbar* incident happened Oct. 24 of last year—and resulted in no injuries and minimal damage to the vessel and dock.

"I want people to know that U.S.-flag ships are manned by the best mariners in the world, and we should be proud," noted Kennedy, who was on the *Chilbar's* wheel when the steer-

ing failed. "It's our responsibility to inform the public about such issues as safety and accountability of our fleet and the Seafarers that man it.

"I am pleased to be an integral part of this crew and proud to be an SIU Seafarer on a great American-flag, American-crewed

vessel."

Kennedy said the *Chilbar*, operated by Keystone, was headed toward its loading port during pre-dawn hours when the north-bound tanker "suddenly lost steering at the worst time and place possible—the downtown New Orleans Riverwalk area. The vessel was headed directly toward the dock. Yet, the quick and cool professionals on the bridge and on the bow came together with a series of efficient orders and actions that resulted in minimal damage to the vessel and dock. Most importantly, there were no injuries."

The Seafarer cited "expeditious dropping of the port anchor

by GVA Andre Wright and the switching of the steering systems in record time.

"Hats off to the pilot, captain and crew for an outstanding job."

Other Seafarers aboard the tanker included Bosun Wayne Ricard, AB Harry Brown, AB Ricardo Ciolino, QMED Kevin Jones, Chief Steward Raymona Kelley, Chief Cook Magno Guillen, Santiago De Jesus, GVA W. Ballesteros and GSU Rene Turcios.

A year after the *Bright Field* incident, a report by the National Transportation Safety Board cited human error and a series of mechanical and communications failures.

CSX Discovery Rescues Four from Atlantic Storm

Seafarers aboard the container ship *CSX Discovery* helped rescue four people and a dog from a stranded sailboat caught in stormy Atlantic waters off the Florida coast on Nov. 17. The rescue took place in 15- to 20-foot seas and 35-knot winds.

The sailboat *Summer Heat* had lost its mast and suffered engine failure approximately 60 miles northeast of the Bahamas. The *Discovery*, en route to Jacksonville, Fla., from San Juan, P.R., was contacted by the U.S. Coast Guard at 1:30 p.m. after receiving a distress signal from the sailboat. The *Discovery* was asked to sail to the *Summer Heat's* last known location and handle the rescue.

The SIU-crewed vessel located the boat at approximately 4:15 p.m. and had the four adults and dog safely onboard by 5:30 p.m. According to CSX, the people and the canine were in good

shape.

After the rescue, the *Discovery* resumed course and arrived with the unexpected passengers in Jacksonville Monday morning.

The *Summer Heat* was traveling from North Carolina to the Bahamas when the vessel lost its mast and sails early Sunday morning.

Chuck Raymond, president and CEO of CSX Lines, sent a letter to the *Discovery's* captain and crew. "The quick response and skillful handling of your ship and the crew's training and care clearly made this a successful rescue," Raymond wrote. "Of course this reinforces both the necessity of and our commitment to training and the regular drills our officers and crew experience.... You all have again helped the American Merchant Marine to shine!"

Notice

The union has been advised by the U.S. Coast Guard in Washington, D.C. that any transaction at the U.S. Coast Guard Regional Exam Centers (RECs) requiring a drug-free certificate will not be accepted if the letter of proof is not from the Medical Review Officer. Arrangements are being made to facilitate this process.

The *Seafarers LOG* will report any further developments as soon as possible.

Seafarer, Author, Historian

John Bunker Dies at 89

The world is a little more aware of both the history of the SIU and the role played by the U.S. Merchant Marine in World War II, thanks to the writings of Pensioner John Bunker, who died of natural causes Dec. 11 at his home in Palm Beach Gardens, Fla. He was 89.

With a degree in journalism from the University of Pittsburgh, Bunker joined the SIU in 1942, sailing in the engine department as a wiper, fireman, oiler and deck engineer, mostly aboard Waterman Steamship Corp. vessels.

SIU-crewed ships saw lots of action during World War II. And Bunker, as a member of the "black gang," shoveled coal into the furnaces that kept the vital cargo going through the multiple hazards of the conflict.

He served aboard seven ships during those war years, sailing in the Atlantic, Caribbean, Middle East, Pacific and Mediterranean theaters of operation. While aboard the *Jonathan Grout* during the invasion of Sicily, he experienced some 40 air raids, one of which sank the ship next to his.

"The blast felt like the ship was lifted out of the water," he recalled in an earlier interview with the *Seafarers LOG*.

During a submarine attack, a torpedo missed the *Grout* and sank a transport in the next column. Then, while sailing aboard the Waterman vessel *Bayou Chico*, he experienced rocket attacks on Antwerp, Belgium by

German V-1 and V-2 rockets.

Accounts of these experiences were sent to the *LOG* for publication in the "Fore 'N Aft" column.

After the war, Bunker started collecting the stories of other mariners who had served their country aboard merchant ships during World War II.

In 1951, he wrote *The Seafarers in World War II*, a 44-page journal that recounted the contributions of SIU members during the conflict. Copies of the document were sent to members of Congress to emphasize the vital role played by the merchant marine.

Bunker served on the editorial staffs of the *Louisville Courier-Journal*, the *Dayton Journal-Herald*, the *San Diego Evening Tribune* and the *Christian Science Monitor*, handling a wide range of assignments—everything from feature writing, military reporting and waterfront coverage. He also handled public relations for the National Federation of American Shipping and served as chairman of the Advisory Board of the New York State Maritime Museum.

In the 1970s, SIU President Paul Hall asked Bunker to work with the union on special projects. Hall was very interested in union history and had Bunker compile an account of the old International Seamen's Union and the SIU. This material came from many sources around the country and now serves as a



Photo: Moya Inc.
John Bunker

unique historical resource in the Paul Hall Library and Maritime Museum at the Paul Hall Center in Piney Point, Md.

Bunker also wrote an award-winning history of the SIU, which appeared in the *LOG* as a continuing series from 1980 to 1983.

He retired from the SIU in 1980, shortly after Hall's death. His book *Heroes in Dungarees, The Story of the American Merchant Marine in World War II*, was published in 1995.

Additional books by Bunker include *Liberty Ships: The Ugly Ducklings of World War II*, *Harbor and Haven: An Illustrated History of the Port of New York* and a history of the American merchant marine, which appeared serially in *U.S. Flag*, published by the Transportation Institute, an organization dedicated to the promotion of the U.S. merchant fleet.

Bunker is survived by his daughter, Beverly Bozung. Funeral services were conducted Dec. 18 in West Palm Beach, Fla.

ITF and Others Say Tanker Spill Is 'Symptom' of Deeper Problems

Three internationally recognized organizations on Nov. 25 jointly demanded that the United Nations take action to end what they called "the web of secrecy" behind the human and environmental tragedies associated with the recent *Prestige* tanker accident off northwestern Spain.

The International Transport Workers' Federation (ITF), Greenpeace and the WWF (formerly known as the World Wildlife Fund) in a letter to U.N. Secretary General Kofi Anan said that the runaway-flag *Prestige*—the latest flag-of-convenience vessel involved in a long list of

tanker accidents—is a symptom of much deeper problems.

"Unless the root causes of the problem are addressed," the organizations insisted, "substandard ships will continue to sink, threatening lives, the marine and coastal environment, and the economies of affected communities." Their correspondence suggested that the U.N. establish a task force to guarantee the enforcement of existing regulations. Such a task force would prevent certain flag states from ignoring the statutes with regard to their own vessels, they contended.

"Greenpeace, the ITF and WWF believe that the only way to tackle this situation is by making urgent and fundamental changes to the way that global shipping is operated and regulated," the letter continued. "We are calling for concerted action to eliminate substandard shipping and practices. Action that requires that the shipping industry becomes more transparent and accountable, that regulations are made adequate—and, crucially,

are enforced—and that attention is paid to protecting particularly vulnerable marine and coastal areas."

The *Prestige* sank Nov. 19 off the northwest coast of Spain, releasing tons of heavy oil into the Atlantic Ocean. The ship went down six days after being ruptured in a storm. The 26-year-old single-hulled vessel flew the flag of the Bahamas and was owned by a Liberian company. It carried a cargo of some 77,000 metric tons of oil. It initially spilled just under a quarter of its cargo.

Eight anti-pollution ships backed by fishermen in smaller boats using nets with plastic sheets, buckets and spades worked to remove the hundreds of slicks at sea, according to published reports. On land, some 7,000 soldiers and volunteers—most dressed in white protective clothing—reportedly dotted the northwestern coastline like ants, shoveling up the oil waste.

The spill has forced a ban on fishing and shellfish harvesting all along the northwestern coast, leaving thousands of fishermen

dependent on government assistance.

A Spanish scientific commission monitoring the disaster said the *Prestige*, lying some 2.2 miles under the surface, is leaking 125 tons (33,000 gallons) per day and could continue to do so until March 2006.

"The *Prestige* is just one symptom of what's wrong with shipping," said ITF General Secretary David Cockroft. "Ultimately, no doubt remains: It was too old and too heavily repaired to still be doing what it was doing. To put a ship of that age in those waters in winter was madness.

"And there are other, much worse examples of a something rotten festering in modern shipping, a culture that penalizes the many good ship operators by allowing the bad ones to undercut them," he continued. "Week in [and] week out seafarers die on third-rate ships with third-rate flags and the eyes of the world look the other way. It takes something like the *Prestige* to turn a spotlight on the vital need for real and immediate change."

New Rules Adopted to Strengthen Maritime Security

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several ways to do this. Ships will be subject to a system of survey, verification, certification and control to ensure that their security measures are implemented. This system will be based on a considerably expanded control system as stipulated in the 1974 SOLAS agreement.

Port facilities also will be required to report certain security related information to the contracting government concerned, which in turn will submit a list of approved port facility security plans, including location and contact details to IMO.

Company and Ship

Under the Code, shipping companies will be required to designate a company security officer for the company and a ship security officer for each of its ships. The company security officer's responsibilities include ensuring that a ship security assessment is properly carried out, and that ship security plans are prepared and submitted for approval by (or on behalf of) the administration and thereafter placed on board each ship.

The ship security plan should indicate the operational and physical security measures the ship itself should take to ensure it always operates at no less than Security Level 1. The plan also should indicate the additional, or intensified, security measures the ship itself can take to move to and operate at security level 2 when instructed to do so. Additionally, the plan should indicate the possible preparatory actions the ship could take to allow prompt response to instructions that may be issued to the ship at Security Level 3.

Ships will have to carry an International Ship Security Certificate indicating that they comply with the requirements of SOLAS chapter XI-2 and part A of the ISPS Code. When a ship is at a port or proceeding to one of a contracting government, the contracting government has the right — under provisions of regulation XI-2/9 — to exercise various control and compliance measures with respect to that ship. The ship is subject to port state control inspections, but such inspections will not normally extend to examination of the ship security plan itself except in specific situations.

The ship also may be subject to additional control measures if the contracting government exercising the control and compliance measures has reason to believe that the security of the ship has, or the port facilities it has served, have been compromised.

Port Facility

Each contracting government has to ensure completion of a port facility security assessment for each port facility in its territory that serves ships engaged on international voyages. The port facility security assessment basically is a risk analysis of all aspects of a port facility's operation to determine which parts of it are more susceptible, and/or more likely to be the subject of attack. Security risk is seen a function of the threat of an attack coupled with the vulnerability of the target and the consequences of an attack.

Once the analysis is complete, an overall assessment of the level of risk can be produced. The port

facility security assessment will help determine which port facilities are required to appoint a port facility security officer and prepare a port facility security plan. This plan should indicate the operational and physical security measures the port facility should take to ensure that it always operates at Security Level 1.

The plan also should indicate the additional or intensified security measures the port facility can take to move to and operate at Security Level 2 when instructed to do so. It should also indicate the possible preparatory actions the port facility could take to allow prompt response to the instructions that may be issued at security level 3.

Ships using port facilities may be subject to port state control inspections and additional control measures. The relevant authorities may request the provision of information regarding the ship, its cargo, passengers and ship's personnel prior to the ship's entry into port. There may be circumstances in which entry into port could be denied.

Responsibilities of Contracting Governments

Contracting governments have various responsibilities, including: setting applicable security levels; approving the ship security plan and relevant amendments to a previously approved plan; verifying the compliance of ships with the provisions of SOLAS chapter XI-2 and part A of the ISPS Code and issuing the International Ship Security Certificate; determining which port facilities located within their territory are required to designate a port facility security officer; ensuring completion and approval of the port facility security assessment and the port facility security plan and any subsequent amendments; and exercising control and compliance measures.

Contracting governments also are responsible for communicating information to the IMO and to the shipping and port industries. They can designate or establish government authorities to undertake their security duties and allow recognized security organizations to carry out certain work with respect to port facilities, but the final decision on the acceptance and approval of this work should be given by the contracting government or the designated authority.

Amendments to SOLAS

The conference adopted a series of amendments to the 1974 SOLAS Convention—all aimed at enhancing maritime security on board ships and at ship/port interface areas. Among other actions, these amendments create a new SOLAS chapter dealing specifically with maritime security, which in

turn contains the mandatory requirement for ships to comply with the ISPS Code.

Modifications to Chapter V (Safety of Navigation) contain a new timetable for the fitting of Automatic Information Systems (AIS). Ships, other than passenger ships and tankers, of 300 gross tonnage and above but less than 50,000 gross tonnage, will be required to fit AIS not later than the first safety equipment survey after July 1, 2004 or Dec. 31, 2004, whichever occurs earlier. Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.

The existing SOLAS Chapter XI (Special measures to enhance maritime safety) has been renumbered as **Chapter XI-1**. Regulation XI-1/3 was modified to require ships' identification numbers to be permanently marked in a visible place either on the hull or superstructure. Passenger ships should carry the marking on a horizontal surface visible from the air. Ships also should be marked with their ID numbers internally.

A new regulation XI-1/5 requires ships to be issued with a Continuous Synopsis Record (CSR), which is intended to provide an on-board record of the history of the ship. The CSR will be issued by the administration and shall contain information such as the name of the ship and of the state whose flag the ship is entitled to fly, the date on which the ship was registered with that state, the ship's identification number, the port at which the ship is registered and the name of the registered owner(s) and their registered address. Any changes will be recorded in the CSR to provide updated and current information together with the history of the changes.

A new Chapter XI-2 (special measures to enhance maritime security) has been added after the renumbered Chapter XI-1. This chapter applies to passenger ships and cargo ships of 500 gross tons and above, including high speed craft, mobile offshore drilling units and port facilities serving such ships engaged on international voyages.

Regulation XI-2/3 of the new chapter preserves the International Ship and Port Facilities Security Code (ISPS Code). Part A of this Code will become mandatory and part B contains guidance on how to best to comply with the mandatory requirements.

The regulation requires administrations to set security levels and guarantees the provision of security level information to ships entitled to fly their flag. Prior to entering a port, or while in a port, with-

in the territory of a contracting government, a ship will comply with the requirements for the security level set by that contracting government, if that security level is higher than the security level set by the administration for that ship.

Regulation XI-2/4 confirms the role of the master in exercising his professional judgment over decisions necessary to maintain the security of the ship. It says he shall not be constrained by the Company, the charterer or any other person.

Regulation XI-2/5 requires all ships to be provided with a ship security alert system, according to a strict timetable that will see most vessels fitted by 2004 and the remainder by 2006. When activated, the ship security alert system will initiate and transmit a ship-to-shore security alert to a competent authority designated by the administration, identifying the ship, its location and indicating that the security of the ship is under threat or it has been compromised. The system will not raise any alarm on-board the ship. The ship security alert system will be capable of being activated from the navigation bridge and in at least one other location.

Regulation XI-2/6 covers requirements for port facilities, providing—among other things—for contracting governments to make certain that port facility security assessments are carried out and that port facility security plans are developed, implemented and reviewed in accordance with the ISPS Code.

Other regulations in this chapter cover the provision of information to IMO, the control of ships in port, (including measures such as the delay, detention, restriction of operations including movement within the port, or expulsion of a ship from port), and the specific responsibility of companies.

Resolutions

The conference adopted 11 resolutions. Highlights of some of them follow:

Conference resolution 1 (Adoption of amendments to the annex to the international convention for the safety of life at sea, 1974, as amended) determines that the amendments shall be deemed to have been accepted on Jan. 1, 2004 unless more than one third of the contracting governments to the convention or contracting governments—the combined merchant fleets of which constitute not less than 50 percent of the gross tonnage of the world's merchant fleet—have registered their objections to the amendments prior to that date and that the amendments would then enter into force on 1 July 2004.

Conference resolution 2 (Adoption of the International

Ship and Port Facility Security Code) adopts the ISPS Code, and invites contracting governments to the convention to note that the ISPS Code will take effect on July 1, 2004 when the new chapter XI-2 of the Convention goes into force.

Conference resolution 3 (Further work by the international maritime organization pertaining to the enhancement of maritime security) invites the IMO to develop, as a matter of urgency, training guidance such as model courses for ship security officers, company security officers and port facility security officers; performance standards for ship security alarms; performance standards and guidelines for long-range ship identification and tracking systems; guidelines on control of ships; and guidelines on "recognized security organizations" and to adopt them before the amendments to the Convention adopted by the conference take effect.

Conference resolution 4 (Future amendments to Chapters XI-1 and XI-2 of the 1974 SOLAS Convention on special measures to enhance maritime safety and security) recommends that future amendments to the provisions of Chapters XI-1 and XI-2 of the Convention should be adopted by either the Maritime Safety Committee of the IMO or by a conference of contracting governments to the Convention.

Conference resolution 8 (Enhancement of security in cooperation with the International Labor Organization) asks that the ILO step up its development of a Seafarers' identity document, which can serve as a document for professional purposes; a verifiable security document; and a certification information document. The resolution also requests that the IMO and ILO establish a joint ILO/IMO Working Group to undertake more detailed work on comprehensive port security requirements.

Conference resolution 9 (Enhancement of security in cooperation with the World Customs Organization) asks the WCO to quickly consider measures to enhance security throughout international closed CTU movements and requests the secretary general of IMO to contribute expertise relating to maritime traffic to the discussions at the WCO.

Conference resolution 11 (Human element-related aspects and shore leave for seafarers) urges governments to take the human element, the need to afford special protection to seafarers, and the critical importance of shore leave into account when implementing the provisions of chapter XI-2 of the Convention and the International Ship and Port Facility (ISPS) Code. It also encourages governments, member states of IMO and non-governmental organizations with consultative status to report any instances where the human element has been adversely impacted by the implementation of the provisions of chapter XI-2 of the Convention or the Code to the IMO. It also requests the IMO secretary general notify the Maritime Safety Committee and the Facilitation Committee of the IMO about any human element-related problems, which have been brought to the attention of the IMO as a result of the implementation of chapter XI-2 of the Convention or the Code.

ITF Lauds Conference

The International Transport Workers' Federation (ITF) said it is happy and energized about the new international shipping safety measures adopted recently by the International Maritime Organization (IMO).

ITF Seafarers' Section Secretary Jon Whitlow described the adoption of new security measures as part of the Safety of Life at Sea (SOLAS) Convention as "finding a balance between the real concerns of civil society and the human rights of those working on the world's ships."

Whitlow continued, "From the beginning, we have said that maritime security needs to be improved—the world will accept no less—but not by

victimizing innocent seafarers. I'm glad to report that these negotiations included and addressed our concerns in a sensitive and realistic manner. The implications on extra workloads were included, along with shore leave—although delicate negotiations continue on that issue.

"We are very pleased at the outcome of this process, which has established a foundation on which, given ongoing efforts and commitment, much-needed additional protection for both society and seafarers can be built," he concluded.

The ITF is a federation of 604 transport trade unions in 137 countries, representing around 5 million workers. The SIU is an ITF affiliate.

Counting Blessings Aboard the Maui



The *Maui's* steward department treated shipmates to a splendid Thanksgiving feast. Pictured aboard the Matson vessel are (from left) Chief Cook Mike Gramer, BR Mohamed Hussain, Recertified Steward Muhammad Sani and Asst. Cook Joan Riley.



Chief Cook Mike Gramer, flanked by Thanksgiving decorations, and his fellow steward department members were praised by the ship's master.

Being away from home during the holidays can be an unpleasant part of life at sea, but the steward department aboard the Seafarers-crewed *SS Maui* recently went to great lengths to make Thanksgiving comfortable aboard the Matson Navigation vessel. They put together a Thanksgiving feast that evoked memories of home and left their shipmates smiling.

Capt. Mike Bozzone, who sent the photos for this story, credited Recertified Steward **Muhamad "Sonny" Sani**, Chief Cook **Mike Gramer**, Asst. Cook **Joan Riley** and BR **Mohamed "Adam" Hussain** with "running a top-of-the-line hotel and restaurant."

In a letter to Bozzone, Riley noted, "As all sailors on the high seas away from loved ones on holidays know, it can be especially hard. But, the steward depart-

ment made such a beautiful dinner that it helped to take away much of the disappointment that we all felt. Thanks again Sonny and Mike, from all the crew and me."

One crew member described the meal as "not only a feast for the eyes, but wonderful to the taste."

In the spirit of the day, Riley mentioned several "blessings" in the letter. "To start, the sea was calm, blue skies, and a warm gentle breeze filled the day. That's a blessing," she wrote. "Another blessing to be thankful for is having a happy ship, and from our captain, officers and crew, everyone shows respect for each other. I especially want to thank my department, for it is a pleasure to work with talented, friendly people.

"Our ship is a pure delight to work on."



Recertified Steward Muhammad "Sonny" Sani stands before a Thanksgiving Day buffet that was both delicious and a feast for the eyes.

AMMV Donates Books



Pittsburgh-area chapters of the American Merchant Marine Veterans (AMMV) recently donated about 20 books—all maritime-related, of course—to the Paul Hall Memorial Library in Piney Point, Md. Among the many book titles are "Heroes in Dungarees," written by retired Seafarer and SIU Historian John Bunker; and "Patriots and Heroes," which includes a story about SIU Retiree Pete Salvo. Pictured at the donation are (from left) AMMV Chapter Librarian John Stivala, Mon Valley AMMV President Robert Downey, Paul Hall Center Librarian Janice Smolek, Paul Hall Center VP Don Nolan and AMMV member William Joyce, who suggested the gift.

Brother Drew Memorialized

Pensioner **William Drew**, 77, passed away Aug. 14. In keeping with his desire to be forever at sea, his ashes were scattered Oct. 18 from the SIU-crewed *SeaLand Florida*.

Officiated by Captain Robert Sargeant, the rites were conducted during the *Florida's* Northern Europe run. "On William's final voyage, we laid him to rest on Friday, October 18, 2002 at Latitude 42-41.8 North, Longitude 043-26.7 West," Captain Sargeant said in correspondence to the late QMED electrician's family. "Friday was a beautiful day, partly cloudy, north easterly moderate breeze and a temperature of 65 degrees."

The ceremony commenced at 3:45 p.m. and was attended by the entire crew of the *Florida* with the exception of duty personnel. Among other elements, the service featured a prayer and poem by Captain Sargeant. It concluded with the ringing of eight bells on the ship's bell, signaling the end of Brother Drew's last watch.

In addition to Captain Sargeant, others taking part in the memorial services were: AB **Craig Amison**, AB **Pat Kuhn**, GUDE **Jonathan Moxon**, QEE **Eric Bain** and UA **Maurice Perry**.

Born in Maine, Brother Drew joined the SIU in 1951 in the port of New York. Prior to becoming a Seafarer, he served in the U.S. Navy. His initial SIU voyage was on Delta Steamship Lines' *Del Rio*. A member of the engine department, he last went to sea on a Michigan Tankers vessel. Brother Drew lived in Morehead City, N.C. Even in retirement, he remained active in union events.



Crew members aboard the *Florida* move the remains of deceased Seafarer William Drew into position for his burial at sea. Performing pallbearer duties are, from left QEE Eric Bain, GUDE Jonathan Moxon, AB Craig Amison and UA Maurice Perry.



Captain Robert C. Sargeant, left, conducts the memorial ceremony for the late William Drew while pallbearers QEE Bain, GUDE Moxon, AB Amison and UA Perry listen.



Captain Sargeant, left, looks on as QEE Bain, GUDE Moxon, AB Amison and UA Perry commit the remains of William Drew to the sea.

Union Wins Arbitration for MSC Penalty Meal Hour Grievance

Engine utility watchstanders working aboard the *USNS Niagara Falls* have been awarded back pay with interest for the months during which they worked a six on/six off watch and missed a full hour meal period.

The union filed for arbitration after it learned that the Military Sealift Command (MSC) had changed the pay practices for the *Niagara Falls* engine utilitymen who were working the mandatory six/on six off watch. The engine utility watchstanders brought the grievance forward through Ship's Delegate **Billy Bushey**. The union argued that the CIV-MARS were entitled to a penalty meal hour payment in addition to the two hours' overtime the mariners were receiving for the extra two hours worked beyond the normal four-hour watch.

The arbitration hearing took place in San Diego. Mr. Richard Calister, the arbitrator who heard the case, found that the denial of pay was a violation of the Civilian Marine Personnel Instruction (CMPI) and the collective bargaining agreement. He limited the retroactive award to the employees aboard *Niagara Falls*. He noted that in this instance, overtime for the two hours worked in addition to penalty pay for the missed meal hour as specified in certain CMPI sections was appropriate compensation for engine utility watchstanders who are directed to perform extra hours of work.

The ruling also applies to engine utility watchstanders working throughout the fleet performing similar watches and through meal hour periods from the date of the award forward.

The arbitrator has kept jurisdiction over the matter in the event the parties have questions or concerns as to how the award will be implemented. MSC has 30 days to appeal this award to the Federal Labor Relations Authority.

For many in San Francisco, it has become the yearly kickoff of the holiday season.

The 2002 edition of the SIU's pre-Thanksgiving gathering at the hall on Fremont Street didn't disappoint. The 12th annual event drew local dignitaries, Seafarers and their families, SIU retirees, friends and guests to the hall on Nov. 26. Approximately 450 people attended the holiday celebration, which was replete with traditional fare.

With the nation already fighting the war against terrorism and readying for possible action against Iraq, patriotism permeated the festivities. As in 2001, a Marine Corps color guard (4th Marine Division, 23rd Regiment) inspired the crowd.

Guest speakers included House Democratic Leader Nancy Pelosi and San Francisco Mayor Willie Brown. Many more visitors also were on hand, including officials from the U.S. Maritime Administration; the California Labor Federation; Seafarers-contracted Patriot Shipholding, American Ship Management, Matson, CSX Lines, and Crowley; and the American Maritime Officers; the International Boatmen's Union; the Marine Engineers' Beneficial Association; the Marine Firemen's Union; and the Sailors' Union of the Pacific, plus several other unions.

The aforementioned companies donated food for the early-afternoon feast. Alioto's Restaurant on Fishermen's Wharf cooked 25 turkeys and 18 hams for the event, while several Seafarers volunteered for additional meal preparation and presentation. Recertified Stewards **Louella Sproul** and **Jill Prescott**, Chief Stewards **Peter Ciddio** and **Steve Valencia**, and Chief Cooks **John Stein**, **John Blasquez** and **Manuel Guanga** were among those who pitched in to ensure everything was "just right," from the main course through dessert. Additionally, Bosun Mate **George Pino** carried the U.S. Merchant Marine flag during the opening ceremonies, while OMU **Kevin Cooper** served as Sgt. at Arms.

In addition to the color-guard presentation and the remarks by Pelosi and Brown, one of the day's highlights was a surprise birthday cake for Jack Henning, retired executive secretary-treasurer of the California Labor Federation.

SIU Asst. Vice President Nick Celona, longtime coordinator of the holiday gathering, commended all who have helped handle the steadily growing event. "So many people have been generous with their time and in donating the food," he said. "Because of that generosity and effort, we're able to bring together labor, business and government for a happy occasion. The nicest compliment you can get is when people come up to you afterward and say they want to come back next year."

Holiday Banquet at SIU Hall Warms Hearts, Fills Tummies

San Francisco Event: Bigger, Better Every Year



Members of the 4th Marine Division, 23rd Regiment present the colors. Pictured from the left are Cpl. Khothavong, Sgt. Harmon, Cpl. Pensyl and Lance Cpl. Nguyen. At far right is SIU Bosun Mate George Pino, carrying the U.S. Merchant Marine flag.



Above and at right: An estimated 450 people attended the holiday gathering at the SIU hall in San Francisco.



House Democratic Leader Nancy Pelosi (greeted by, from left, SIU VP Nick Marrone, AMO VP Gus Guzelian and SIU Asst. VP Nick Celona), a regular at the annual celebration at the SIU hall, received a rousing welcome from the crowd. Below, a sign offers best wishes to the congresswoman for her recent election.



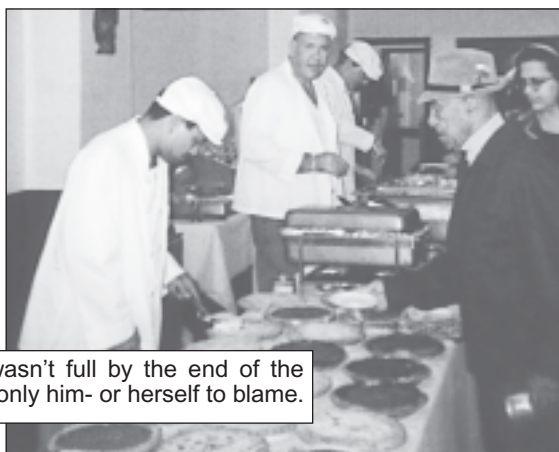
Volunteers are an indispensable part of the yearly feast. Among those lending their time and talents to the 2002 event were (at left, from left) Chief Stewards Ciddio and Steve Valencia and (below, from left) Chief Cook John Stein, Chief Steward Peter Ciddio, Chief Cooks John Blasquez and Manuel Guanga.



San Francisco Mayor Willie Brown talks to the crowd.



Jack Henning (center), retired executive secretary-treasurer of the California Labor Federation, was presented with a cake commemorating his 87th birthday. Pictured at right is retired SIU VP West Coast George McCartney.



Anyone who wasn't full by the end of the afternoon had only him- or herself to blame.

Restaurant owner Joe Alioto, pictured with his cousin Angela, arranged to have 25 turkeys and 18 hams cooked for the meal.



Renee Marrone kicked off the gathering by singing the National Anthem and God Bless America.

Seafarers-contracted Matson Navigation donated some of the food—so it's only fair that they also got to eat some. Pictured from the left are Matson Manager-Fleet Maintenance Joe Rego, Supervisor of Vessel Operations Jim Mann and Administrator-Marine Personnel Tammy Findley.



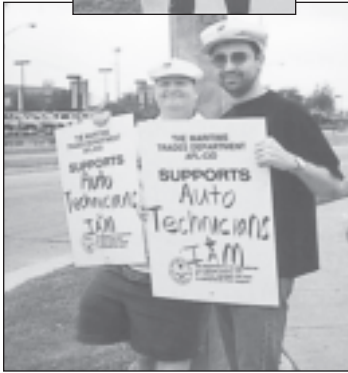
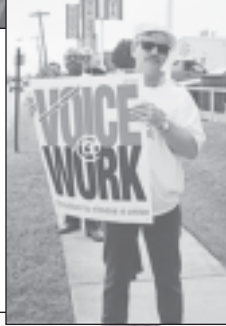
Supporting Unionism in Houston



Seafarers on Nov. 21 joined thousands of demonstrators in several locations across the country in a national day of action against Wal-Mart, America's largest corporation and retailer. In more than 100 demonstrations in 40 cities, grassroots activists, union members, elected representatives and leaders of community and faith-based groups called on Wal-Mart to stop interfering with the workers' desire to win a voice at work and provide affordable health care, decent wages and pensions.

Above, holding signs at the Houston rally are (standing, from left) SIU Patrolman Dave Heindel, AB Jeffery Bell, DEU Luis Sepulveda, DEU Adel Irani, OS Mike Russo, AB Shwe Aung, (kneeling) SA Pedro Rochez and SA Romulo Arzu.

Photos at right: Seafarers support members of the Machinists union in trying to organize auto technicians at a local Houston Toyota dealership. From the top are SIU Patrolman Dave Heindel and AB Greg Cavillo; AB Dave Hawkins; and SA Richard Blakey and Bosun Mike Brown.



South Boston WWII Memorial Includes Merchant Mariners

Names of SIU Bosun, FOWT Are Listed

Two Seafarers are confirmed to be among those permanently memorialized at the South Boston World War II Memorial in South Boston, Mass.

Bosun **Stanley Peshen** and FOWT **Arthur Joseph Lyon** were among the names of 19 U.S. merchant mariners from South Boston who paid the ultimate sacrifice during World War II. Including the Seafarers and other civilian mariners, the \$300,000 memorial—dedicated Oct. 13, 2002—bears the names of 215 South Boston men who died during the war. In addition to Peshen and Lyon, the following names—all merchant mariners—also appear on the memorial: John J. Cannon, William P. Carr, John C. Cathey, Anthony Dobrzynewsky, Patrick J. Feeney, Gerard Finn, John J. Flaherty, William J. Geier Jr., Frederick L. Griffin, John E. Hannigan, Robert P. Holt, Coleman A. Kelly, Michael F. Noonan, Charles A. Sawiskus, Charles J. Shipelis, John R. Thomas and John Vlicokos.

A bronze plaque on the memorial states, "The United States Merchant Marine has faithfully served our country in times of war and peace hauling cargo to every corner of the world."

More than 6,800 U.S. civilian merchant seamen lost their lives during World War II. Their casualty rate was the second highest of any service. Six hundred were taken prisoner and more than 700 of their ships were sunk.

U.S. mariners also played a vital role in the Korean Conflict, especially in the rescue of 14,000 Korean civilians by the *SS Meredith Victory*. During Vietnam, U.S.-flag ships crewed by civilian seamen carried 95 percent of the supplies used by our Armed Forces. During the Persian Gulf War, U.S. mariners were vital to the most colossal sealift operation since D-Day. Following the tragic attacks of 9-11, professional merchant mariners and midshipmen from the United States Merchant Marine Academy transported people and equipment, and moved food and supplies to lower Manhattan. Their efforts improved rescue operations and helped save many lives.

SeaLand Florida Returns Home to Houston



These photos, sent to the LOG by GUDE **John Cooper**, were taken while the *SeaLand Florida* was returning to its home port of Houston following a recent run to northern Europe.

At left: AB Blair Baker, left, Recertified Bosun Patrick Rankin, center, and Unlicensed Apprentice Darius McCastle team up to repair a damaged cable.



QEE Emmett "Rick" Neathery attends to his duties in the engine room of the USSM containership.



Angelina Willoughby practices some of the many skills she has learned as an unlicensed apprentice aboard the *SeaLand Florida* to keep the vessel spotless. Above, she mops the deck in the main engine room and, at right, applies a fresh coat of paint to that same room.



Below, Unlicensed Apprentice Keith Palmisano strips and waxes the stairs of the USSM vessel. At left, following his shift, he poses with GUDE John Cooper, who provided these photos.



Pensioner Duhe Works from Bell to Bell

Seafaring life was a good one for **Norman J. Duhe**, but retirement is proving to be even more exciting.

Duhe, now 63, started his maritime career with the NMU in the mid-1960s and joined the SIU in 1970, first sailing as a messman aboard the *Cities Service Miami*. He progressed up the ranks of the steward department, completing the steward recertification program—the highest level of training available to members who sail in that department—in 1986. So, after nearly 40 years at sea, he was ready to enjoy well deserved retirement in January of this year and spend more time at home in Slidell, La. with his wife.

But just three months after leaving his last ship, Waterman Steamship Corp.'s *Stonewall Jackson*, the Louisiana native passed by a restaurant in his hometown, which had been closed, and he saw an opportunity to open his own establishment. He bought and refurbished the place and called it the "Dinner Bell." The name came about, he says, because at one time he worked aboard the



The Dinner Bell of Slidell serves great seafood, po' boys, Italian food and certified Angus beef.

Liberty Bell, and his wife called it her "dinner bell," a reference to the fact that he brought home a good salary.

"I did look forward to retiring and taking things a little easier," Duhe said. "But now I find myself busier than ever, working here from 8 a.m. until 10 p.m."

Duhe was used to ordering all the food supplies aboard ship and ensuring that the quality of food that came out of the galley was the best, so that part of his new job is quite familiar to him. He also does quite a bit of the cooking himself, especially in the mornings, although he does

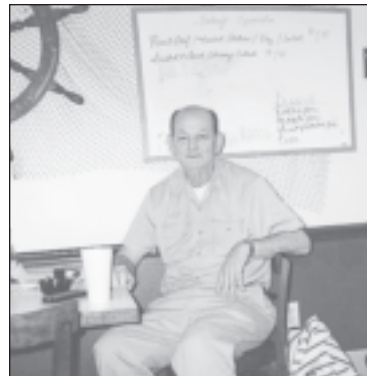
have other help in the kitchen as well as a professional wait staff.

Black Angus steak is one of the specialties, but the Dinner Bell also is becoming well known for its seafood and "the best gumbo in town," Duhe says. They cook and serve just about anything from steaks to spaghetti and meatballs to po' boys and virtually everything in between, including some of the most tender roast beef and the ever-popular crawfish etouffée. And specials are offered each day of the week: red beans and rice, baby-back ribs and catfish, just to name a few.

The restaurant is open seven days a week, and children under the age of 12 can eat free Monday through Thursday nights when accompanied by an adult ordering from the menu.

Managing a restaurant is hard work, but Duhe finds time to not only run the Dinner Bell, but also work part-time for Waterman, helping make up lists of groceries needed aboard their ships.

Duhe and his restaurant were recently given a boost when they were featured in the dining-out section of the *Slidell (La.) Sentry-News*, but word of mouth of the good fare and good service at the Dinner Bell is work-



Recertified Steward Norman Duhe sits in front of the board showing the day's specials at his restaurant in Slidell, La.

ing well on its own.

"I want to make a success out of this business," Duhe said, "by serving good food, giving excellent service and being family oriented."



Fiery WWII Sinking Didn't Deter Nomikos from Going Back to Sea

In some ways, retiree **Nicolas Nomikos** recalls, it looked like a bright spring day aboard the SIU crewed *Liberty Ship*

Thomas G. Masaryk. Problem was, the illumination didn't come from the sun.

Nomikos and the *Masaryk* were part of a 50-ship convoy heading toward Halifax, Nova Scotia at night on April 16, 1944 when a German submarine torpedoed his vessel—along with about 15 others. "Our cargo included 10 to 12 planes, gasoline, ammunition and depth charges," recalled Nomikos, who last month celebrated his 90th birthday. "The explosion and the fire were so big, it made the sky look like it was daytime—a sunny day."

Unable to access the ship's lifeboat, 20 or so crew members from the *Masaryk* took the life raft and stayed on it for a few hours, until around midnight. "That's when we found [an empty] lifeboat from another ship which had also been torpedoed," said Nomikos. "We transferred to the lifeboat, which provided a lot

more space. The next morning, the British Coast Guard picked us up and took us to Tobruk, Libya on the Mediterranean Sea. We stayed there about six days (waiting for transportation) and then were transported to Alexandria, Egypt. My return trip to the United States was aboard an NMU ship."

Like so many of his fellow Seafarers who escaped death during World War II, Nomikos didn't hesitate to return to sea. He continued sailing as a steward and chief cook, earning the Atlantic, Pacific and Mediterranean Middle East War Zone Bars along with the Merchant Marine Combat Bar, among other citations.

"I wanted to serve my country," he stated.

Nomikos joined the SIU in Brooklyn, N.Y. in 1943 and still lives there. He sailed until 1968.

Reflecting on his career at sea, he said, "It's a good life. Without the SIU, it would have been impossible to make it. The SIU is the best union. It has the best benefits for members, and today the benefits cover families, too. There's no other union like it."

A native of Greece, Nomikos recently sent some of his war-era paperwork to the Paul Hall Memorial Library in Piney Point, Md. "so the new SIU brothers can remember the old-timers."

Meanwhile, he offered some advice to the membership: "Support SPAD (the union's voluntary political action fund) and support the union. SPAD is what it takes to help us get maritime legislation passed. This is a way of life—you got to help one another."

These days, Nomikos is "blessed with good health. I do my own cooking. No matter the weather, I walk 15 to 20 blocks every day."

He added that since his retirement, the SIU never has missed sending him a check. He also enjoys reading the *Seafarers LOG*. "The first thing I look at is who retired and who died," Nomikos said.

He concluded, "From 1943 to 2002, the SIU has come a long, long way."



ABOVE: Brother Nomikos is pictured during his sailing days (top) and more recently near his home in Brooklyn.



LEFT: A sampling of Nomikos' war-service records and commendations. Some contain misspellings (e.g., Nomikos instead of the correct Nomikos).

School Sets New Career Tracks For Deck, Engine Dept. Mariners

New Paths to Success Emphasize Practical Demonstration of Skills

Following exhaustive efforts to logically restructure and improve its curriculums for deck and engine department mariners, the Paul Hall Center for Maritime

Training and Education this month is launching new training matrixes designed to help Seafarers advance their careers.

Members currently holding

any classification QMED 4 through QMED 1 are not impacted by the new system. They do not have to "retrain." However, if they want to advance from a cur-

rent classification, they will do so through the new system.

The fresh career tracks consist of new courses along with some old ones that have been updated. Students may follow the paths all the way from entry ratings to licensed positions in the deck and engine departments, respectively.

"The career path revisions mainly are due to Coast Guard requirements stemming from the 1995 amendments to the STCW convention," noted Paul Hall Center Assistant Vocational Director J.C. Wiegman. "Under STCW, advancement depends on practical demonstrations of skills. The training matrixes reflect those requirements."

In the deck department, training consists of nine modules. It begins with the equivalent of "phase 3" of the unlicensed apprentice program and continues through a course called officer in charge of a navigational watch—essentially the old third mate course. Along the way, mariners face sea-time requirements in between training modules.

The engine department matrix is more expansive because of the

greater number of engine ratings, but the individual paths basically mirror the deck department format. After completing the first three modules (and accumulating enough sea time), students may choose from among four avenues leading to certification as, respectively, QMED machinist (QMED dayworker), QMED watchstander, QMED pumpman, and QMED electrician.

Those interested in pursuing an engine department license may continue on another track ("officer in charge of an engineering watch") culminating in any one or more of several licenses. More details about this matrix will be published in next month's *LOG*.

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

For more information, contact the admissions department at the school at (301) 994-0010, extension 5202.

Deck Department Training Matrix

| Module | Total Weeks | Prerequisite | Courses and Number of Weeks | Enhancement Courses* | Additional Sea Time After Module |
|--------|-------------|-------------------------------|--------------------------------------------------------------------------|-------------------------------|----------------------------------|
| Mod 1 | 4 | BST | Tank Asst. DL (2) STOS (2) | *Basic Math WB | 120 days |
| Mod 2 | 6 | Basic Math Test STOS | Water Survival- Lifeboatman (2) AB (4) | | |
| Mod 3 | 4 | 360 days' sea time | Adv. Fire Fighting (2) Med. Care Provider (1) Fast Rescue Boat (1) | *Int. Math WB | 120 |
| Mod 4 | 4 | Int. Math Test AB | Tank PIC Barge (1) Fund. Navigation (2) | Basic Rules of the Road (1) | 120 |
| Mod 5 | 4 | AB Fund. Navigation | Radar-Original (2) ARPA (1) | Basic Shiphandling (1) | 120 |
| Mod 6 | 4 | AB Radar | GMDSS (2) ECDIS (1) | *Adv. Math WB Meteorology | 120 |
| Mod 7 | 6 | AB, plus modules 1-6 | Adv. Math for Celestial Nav. (2) Celestial Nav. (3) | Tankerman PIC (1) | 120 |
| Mod 8 | 4 | AB Radar/ARPA, modules 1-6 | BRM (1) Visual Comm. (1) Stability (1) | Advanced Shiphandling (1) | 120 |
| Mod 9 | 8 | AB, plus all modules | Officer in Charge (12) | (Student schedules USCG exam) | |

*The workbooks aren't mandatory, but are highly recommended by the Paul Hall Center staff. Prerequisites for advancement include a basic skills test. These workbooks should help enable students to work at their own pace and master the needed skills. The books are available via the Paul Hall Center.

Unlicensed Engineering Career Track — Part 1

| Module | Total Weeks | Prerequisite | Courses and Number of Weeks | Required Enhancement Courses | Additional Sea Time After Module |
|--------|-------------|----------------|------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------------|
| Mod 1 | 4 | BST | Engine Utility (4) | Basic Math WB | 120 |
| Mod 2 | 8 | Engine Utility | QMED Oiler (6) QMED/FWT (2) | Int. Math WB | 180 |
| Mod 3 | 12 | FOWT | Auxiliary Plant Maint. 1 (6) Auxiliary Plant Maint. 2 (6) (Results in attaining QMED Jr. Eng. endorsement) | Int. Math WB | 120 |

Unlicensed Engineering Career Track — Part 2

| Module | Total Weeks | *Prerequisite | Courses and Number of Weeks | Additional Sea Time After Courses | *Prerequisite | Classes Required | Additional Sea Time After Courses | *Prerequisite | Courses and number of weeks |
|----------------------|-------------|--------------------------------------|-----------------------------------------------------------------------|-----------------------------------|---------------------|--------------------------------------------------------|-----------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mod 4-1 Dayworker | 18 | QMED Jr. Engineer QMED Any Rating | Basic Welding (3) Basic Machine Tool Ops (3) | 120 | QMED 3 Machinist | Adv. Plant Maint. (6) | 120 | QMED 2 | Adv. Fabrication (6) |
| Mod 4-2 Watchstander | 18 | QMED Jr. Engineer QMED Any Rating | Automated Plant Ops (4) Basic Gas Turbine Ops (2) | 120 | QMED 3 Watchstander | Process Control and Instrumentation (6) | 120 | QMED 2 | Aux. and Propulsion Plant TS (3) Aux. & Prop. Plant Casualty Control (3) |
| Mod 4-3 Pumpman | 22 | QMED Jr. Engineer QMED Any Rating | Basic Welding (3) Basic Machine Tool Ops (3) Tank. Asst. DL (2) | 120 | QMED 3 Pumpman | Automated Cargo Ops (2) Adv. Power Plant Maint. (6) | 120 | QMED 2 | Adv. Fabrication (6) |
| Mod 4-4 Electrician | 22 | QMED Jr. Engineer QMED Any Rating | Basic Marine Electrical Maint. (8) | 120 | QMED 3 Electrician | Adv. Electrical Maint. (8) | 120 | QMED 2 | Process Control (3) Programmable Controllers (3) or Reefer Syst. Maint. (3) Reefer Cont. Maint. (3) or Electrohydraulics (3) Variable Speed Drives, Pedestal/Gantry Crane Maint. (3) |

*Please note that the prerequisites are met by completing the previous module—or the earlier part of the same module—and required sea time. For instance, the requirements for starting Module 4-1 are Modules 1-3 plus the appropriate sea time. In each module, "QMED 3" and "QMED 2" are attained by completing the courses and sea time listed within that module.



Deck and engine department students at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. will utilize simulators as part of the new career tracks.

The union is working to ensure that contracts incorporate the new career tracks, in accordance with STCW mandates.

Next month's issue will contain information on the career track for engine department mariners seeking a license.

Paul Hall Center Course Guide-2003

Founded in 1967, the Paul Hall Center for Maritime Training and Education is a leading provider of vocational schooling for U.S. Merchant Mariners. The school also offers academic support, including degree programs and college-credit recommendations.

The Paul Hall Center is equipped with state-of-the-art training tools. The school features an experienced, helpful staff, and is located in an environment that's conducive to learning.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the *Seafarers LOG* for the most up-to-date class listings. Schedules also are available on the web site www.seafarers.org, in the Paul Hall Center section.

The basic eligibility for students who want to upgrade at Piney Point includes 120 days' sea time in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification

page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

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



Deck Department Courses

Able Seaman

This four-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, fire fighting, emergency procedures, first aid, anchoring and mooring, and aids to navigation.

Students must have a lifeboat endorsement in order to take the AB course. Students completing the AB course must attend the Government Vessels course immediately afterward. (This course is limited to 25 students maximum.)

ARPA - Automatic Radar Plotting Aids

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

Prerequisites: Radar Observer course.

Electronic Chart Display & Information Systems

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

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

Bridge Resource Management - Unlimited

Bridge Resource Management - Unlimited is a five-day, 37-hour U.S. Coast Guard-approved Category 1 course. The course is designed for persons with significant shipping experience who hold or are seeking a U.S. Coast Guard license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2 and B-VIII/2 and 46 CFR 10.25 and 10.209.

Topics include situational awareness and air chain analysis, international regulations for the prevention of collisions at sea, voyage planning

and record keeping, bridge procedures, navigational watchstanding, pilot bridge interaction, vessel emergencies and effective communications. There will be extensive time spent in the full mission bridge simulator.

Prerequisites: Current Radar certification and ARPA.

Celestial Navigation

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

GMDSS

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

Lifeboat/Water Survival

Students in this two-week course can earn lifeboat certification at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction, lifeboat launching and recovery, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

Additionally, students learn practical survival methods and the use of emergency radio and distress signals.

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such

as rowing/coxswain training and davit operations. *(This course is limited to 25 students maximum.)*

Radar Observer/Unlimited

The eight-day radar observer/unlimited class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

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

Specially Trained Ordinary Seaman

This course is designed for deck trainees who need a fast track to Ratings Forming Part of the Navigational Watch. It is a Coast Guard-approved Category 1 course that meets the requirements of 46 CFR 12.05.3(c) and STCW Table A-II/4. Topics covered in the course include: anchoring, mooring, knotting, gyro and magnetic compass, wheel watch, error chain analysis and pilot interactions, helm control, rules of the road, IALA buoy systems, shipboard communications, helm watch relief and lookout watch.

Officer in Charge

Upgraders in the officer in charge of a navigation watch course will study all subject areas found on the U.S. Coast Guard license exam for third mate. The 12-week curriculum includes instruction in all areas of terrestrial and celestial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, watch-keeping, ship maneuvering, construction and stability.

Additional information about licensed engine career track courses will be published in the next edition of the *LOG*.

Steward Department Courses

Unlicensed Apprentice Courses

Includes a 20-hour shipboard sanitation class and a 20-hour galley familiarization class. After students complete 90 days' seateime in the apprentice program, those who choose to sail in the steward department will return to the school for a four-week galley operations class. Galley operations features a pair of two-week modules.

Galley Operations

Members must have 240 days' seateime to enroll after completing the unlicensed apprentice program. Non-graduates must have 365 days' seateime as an SA to enroll. The course consists of two, two-week modules (for a total of four weeks). Each module includes 35 hours, with additional time participating in the school's galley operations.

Certified Chief Cook

Members must have 180 days' seateime after completing galley operations to enroll. The course consists of six, two-week modules that are stand-alone (for a total of 12 weeks). This structure allows eligible upgraders to enroll at the start of any module.

Advanced Galley Operations

Members must have 180 days' seateime after completing certified chief cook to enroll. The course consists of four one-week modules (for a total of four weeks).

Chief Steward

Members must have 180 days' seateime after completing advanced galley operations to enroll. This is a 12-week class.

Engine Department Courses

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

Fireman/Watertender and Oiler

This eight-week course of instruction leads to U.S. Coast Guard endorsement as a fireman/oiler watertender as well as an STCW certification as a rating forming part of the engineering watch. Modules of instruction include an introduction to marine engineering, piping systems, auxiliary systems and machinery, electrical generating plants, slow and medium-speed diesel propulsion plants and steam propulsion plants. The primary emphasis is on plant operations and practical exercises with extensive use of the state-of-the-art auxiliary, electrical generating, motor propulsion and steam propulsion plant simulators.

Students completing the FOWT course must attend the Government Vessels course immediately afterward.

QMED Junior Engineer

The course of instruction leading to the QMED Junior Engineer and QMED Deck Engineer endorsement is a 12-week course encompassing four separate modules: Auxiliary Plant Maintenance, Basic Refrigeration and HVAC, Basic Electricity and Basic Propulsion Systems.

The student will receive cognitive and practical mechanical skills required as a rated member of the engine department. Topics covered include pumps, drive couplings, heat exchangers, valves, distilling plants, oil/water separators, air compressors, marine sewage treatment plants, auxiliary boilers, hydraulics, fundamentals of electricity, batteries, DC and AC theory, motor controllers, distribution systems, generators and communication systems, fundamentals of diesel engines, bearing and gears, lubrication theory, system and maintenance, fuel systems and purifiers, refrigeration theory, safety, introduction to the refrigeration cycle, basic troubleshooting, introduction to HVAC, EPA refrigeration technician testing and certification.

Prerequisites: FOWT or QMED Oiler
Recommended: Completion of Basic Math.

Basic Machine Tool Ops

The course of instruction leading to the QMED machinist endorsement in the dayworker career track concentrates on hands-on operation of the engine lathe. The student will demonstrate competency in threading, tapering, meal cutting, use of a 4-jaw chuck. The curriculum includes the use of measuring tools, drill press operation and power tools used aboard ship. The student also will demonstrate the ability to use a milling attachment and milling machine.

Prerequisites: QMED-Any Rating or QMED Junior Engineer Class 4

* Completion of basic welding is required to complete the requirements of the machinist program.

*Completion of the tanker assistant dangerous liquid course is required to complete the requirements for the pumpman endorsement.

Advanced Plant Maint.

This six-week course of instruction in the Dayworker career track features hands-on training, covering a variety of topics. Some classroom work also is included. Subjects include pipefitting, thermal insulation, valve repair, pump repair/overhaul, hydraulic system repair, drilling/machine thread fabrication, use of various epoxies and similar compounds for emergency and temporary repairs, maintenance of power transmission equipment (such as flexible couplings), use of proper oils and greases for bearing maintenance and lubrication, reconditioning shell and tube heat exchangers, centrifugal lube oil/fuel oil purifier maintenance, and removal of heavy equipment in the engine room.

Prerequisites: QMED-Any Rating or QMED Junior Engineer/Machinist Class 3
Recommended: Completion of Basic and Intermediate Math.

Basic Marine Electrical Maintenance

The eight-week course of instruction leading to the QMED electrician endorsement in the electrical career track consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Prerequisites: QMED-Any Rating or QMED Junior Engineer Class 4.

Advanced Electrical Maintenance

This eight-week course of instruction in the electrician career track provides advanced skills required of a shipboard electrician.

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

Also, the course will include an introduction to solid state electronic controls and their applications, and the general maintenance responsibilities of the electrician, as well as troubleshooting and repair.

Prerequisites: Completion of Basic Marine Electrical Maintenance or Marine Electrical Maintenance I

Recommended: Completion of Intermediate and Advanced Math; Completion of Computer Basics.

Diesel Engine Technology

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

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

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

Prerequisites: QMED-Any Rating or equivalent inland experience.

Basic Gas Turbine Ops

The course of instruction in the watchstander career track is designed to meet the competencies of Table A-III/1 of the STCW Code, "Operate Main and Auxiliary Machinery and Associated Control Systems restricted for gas turbine propulsion plants." The course topics include thermodynamics, construction, terminology, start sequencing, control instrumentation and monitoring. The student will demonstrate competency in aligning fuel oil system, lube oil, CRP, air start, synthetic lubricants, lock wiring and other maintenance requirements associated with gas turbines and auxiliary support equipment.

Prerequisites: QMED-Any Rating or QMED Junior Engineer Class 4

Recommended: Completion of Basic and Intermediate Math; Completion of Computer Basics.

Automated Plant Ops

The course of instruction in the watchstander career track consists of classroom and practical training in operational controls of automated boiler equipment. The course topics include remote controls for all components in the steam and water cycle, feed and condensate system, generators, fire pumps and auxiliary support

equipment.

Prerequisites: QMED-Any Rating or QMED Junior Engineer Class 4

Recommended: Completion of Basic and Intermediate Math; Completion of Computer Basics.

Programmable Logic Controllers

This course of instruction in the electrician career track is designed to meet the competencies of Table A-III/2 of the STCW code, "Electrical, electronic and control engineering at the management level for the operation of electrical and control equipment, testing and maintenance of electrical equipment and fault diagnosis." The curriculum includes theory and application of PLCs, function block diagrams, ladder logic diagrams, ladder logic programming, computer numbering systems, boolean algebra, analog I/Os hardware PLC domain and logic gates.

Prerequisites: QMED-Any Rating Class 2 or QMED Electrician Class 2

Recommended: Completion of Intermediate and Advanced Math; Completion of Computer Basic and Advanced; Completion of Digital Electronics; Completion of Instrumentation.

Process Control

This course of instruction in the electrician career track consists of classroom and practical training in instrumentation and control systems. The course includes instrument calibration, adjustment of controllers, actuators, transmitters, transducers and preventive maintenance associated with monitoring systems. The course will satisfy the training and assessment requirements of Section A-III/2 Table A-III/2 electrical, electronic and control engineering at the management level.

Prerequisites: QMED-Any Rating Class 2 or QMED Electrician Class 2

Recommended: Completion of Intermediate and Advanced Math; Completion of Computer Basic and Advanced; Completion of Basic Marine Electrical Maintenance; Completion of Basic Electronics.

Process Control and Instrumentation

This course of instruction in the watchstander career track consists of classroom and practical training in instrumentation and control systems used in automated motor and steam plants. This basic course includes instrument calibration, adjustment of controllers, pneumatic actuators, transmitters, transducers and preventive maintenance associated with main propulsion monitoring systems. Extensive use of slow speed diesel simulator and steam simulator in monitoring normal plant mode operations is utilized.

Prerequisites: QMED-Any Rating Class 3 or QMED Junior Engineer Class 3

Recommended Courses: Completion of Intermediate and Advanced Math; Completion of Computer Basic and Advanced.

Hydraulics

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

Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

Prerequisite: QMED-Any Rating.

Basic Electronics

Designed to help Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship, this four-week course covers principles of analog electronics, active devices and basic digital electronics. The student also will learn all aspects of circuit diagrams, and the instructor will work with each student individually to ensure a working knowledge of all shipboard electronic devices.

Marine Electronics Tech I

The marine electronics technician program is a

four-week course. Topics included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, microprocessor control systems, digital control systems and systems troubleshooting.

Prerequisites: Basic Electronics.

Automated Cargo Ops

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

Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

Prerequisite: QMED-Any Rating Class 3 or QMED Junior Engineer/Pumpman Class 3

Recommended: Completion of Basic and Intermediate Math; Completion of Computer Basic.

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

Refrigeration System Maintenance & Ops

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

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

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

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

Refrigerated Containers

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

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

The course is designed to help students develop a systematic approach to troubleshooting, as well as to acquaint them with specific maintenance procedures.

Prerequisites: Marine Electrical Maintenance I and Basic Refrigeration Systems.

Welding

Classroom instruction and on-the-job training compose this four-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Paul Hall Center certificate of graduation will be issued.

Third Assistant Engr.

The course of instruction leading to licensing as a third assistant engineer consists of classroom instruction in such topics as diesel propulsion plants, steam propulsion plants, engineering safety, auxiliary boilers and diesels, water systems, electricity generating plants, electrical distribution and electrical devices. The 12-week course, which meets U.S. Coast Guard requirements for licensing, also includes steam turbines, refrigeration, heating and air conditioning and auxiliary systems.

All Departments: Upgrading & Specialty Courses

All students attending upgrading programs at the Paul Hall Center participate in certain courses as part of their regularly scheduled program. Government vessels, physical fitness, first aid and CPR, industrial relations and fire fighting either are required or may be taken as elective courses by upgraders in all departments.

Government Vessels

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

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

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

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

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

Oil Spill Prevention and Containment

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

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

Hazmat Recertification

Available for personnel who have completed 24- or 40-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

First Aid and CPR

Students in this three-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation

according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Basic Fire Fighting

The one-week basic fire fighting course provides students with general knowledge of the chemistry of fire, fire fighting equipment and materials and techniques for using them safely. Students receive 20 hours of classroom training and 10 hours of practical training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Paul Hall Center.

Advanced Fire Fighting

During this two-week course, students learn how to blueprint a vessel and organize emergency squads for fire fighting. The class covers how to give concise orders using the different types of communications with crew members and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad organizing.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual fire fighting drills.

Industrial Relations

While attending upgrading courses at the Paul Hall Center, all SIU members attend industrial relations courses for one week.

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of various laws and legislative programs, which promote a U.S.-flag merchant marine.

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements.

General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet has physically fit crew members, the SIU encourages Seafarers to exercise properly.

At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free

weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

Tanker Familiarization/Assistant Cargo (DL)

This is a 10-day, U.S. Coast Guard-approved, Category 1 course. It is designed to meet the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, ship design and operation, cargo characteristics, enclosed space entry, cargo transfer and shipment, and pollution prevention and emergency operations and response.

LNG Familiarization

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

(This course is limited to 25 students maximum.)

STCW - Proficiency in Survival Craft

This 37-hour, five-day course helps Seafarers develop the required knowledge and application skills for water survival including launch, use and recovery of survival craft as well as the proper use of survival equipment. Additionally, the student will learn the procedures necessary to take charge of and maintain a survival craft and how to protect embarked personnel while on board.

STCW - Crowd Management

This four-hour course profiles the required knowledge and applicable skills for crowd management including controlling a crowd in an emergency situation, locating safety and emergency equipment on board a vessel, compliance with the ship's emergency procedures, effective communications during an emergency and demonstration of the use of personal life-saving devices.

STCW - Crisis Mgmt.

This seven-hour course is designed for any person having responsibility for the safety of passengers in emergency situation on passenger ships. The training includes organizing the safe movement of passengers when embarking and disembarking, organizing shipboard emergency procedures, optimizing the use of resources, controlling responses to emergencies, controlling passengers and other personnel during emergency situations, and the establishing and maintaining of effective communications.

STCW - Medical Care Provider

This three-day, 21-hour course is designed for SIU members who are employed or may be employed on U.S.-flag ships. It meets STCW requirements.

Students successfully completing this course must take a refresher course within five years or provide information to the U.S. Coast Guard documenting maintenance of medical skills. Cardiopulmonary (CPR) certification must be renewed annually.

Training as a medical first aid provider is the second level of medical training required by STCW. Topics include a review of cardiac and airway management, rescuer safety, body structure, examination of trauma victims and medical patients, head and spinal injuries, treatment of burns, musculoskeletal injuries, medical care of rescued persons, obtaining radio medical advice, medication administration and sterilization techniques. Candidates for the course must possess current certification from the American Red Cross for CPR for the Professional Rescuer or an equivalent certification issued through a similar authorizing agency.

All FOWT, AB and Junior

Engineer applicants must

submit a U.S. Coast Guard

fee of \$280 with their applica-

tion. The payment should be

made with a money order

only, payable to LMSS.

Academic Department Courses

The Academic Department has a long history of providing support and services to members of the Seafarers International Union. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs as well as for those students who require basic skills, English language skills or wish to continue their education.

There are a variety of opportunities offered to the membership. Specific questions about the programs can be answered or explained by contacting the Academic Department at (301) 994-0010, ext. 5411.

General Education Program

The GED program is open to all members who do not have a high school diploma. Assistance is offered to prepare students to take the test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school for many years has successfully prepared SIU members to pass the test.

(Prior to taking the test in Maryland, a 12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and math-

ematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the TABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give Seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency in that language. As much as possible, instruction will be provided to give the Seafarer the English language skills necessary to perform the essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathemat-

ic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the members with knowledge and skills that will assist them once the classes have begun. These courses are ideal for students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Paul Hall Center is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American Council on Education (ACE). Members may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the center offers general education courses required for an associate's degree. The school currently offers an Associate of Applied Science Degree in Nautical Science and Marine Engineering Technology. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for the first few months of the new 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 | January 20 | February 14 |
| Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i> | January 27 | January 31 |
| Bridge Resource Management (BRM) — Inland | February 3 | February 7 |
| Celestial Navigation | May 12 | May 30 |
| GMDSS (Simulator) | February 3 | February 14 |
| Lifeboatman/Water Survival | January 6 February 17 March 31 | January 17 February 28 April 11 |
| Radar | January 13 | January 24 |
| Specially Trained Ordinary Seaman (STOS) | February 10 March 31 | February 21 April 11 |
| Officer in Charge | January 13 | March 7 |

Inland Department Courses

Bridge Resource Management—Inland

Bridge Resource Management—Inland is a five-day, 37-hour U.S. Coast Guard-approved Category 1 course. The course is designed for persons holding a limited license. This course fulfills the training requirements of effective bridge teamwork as set forth in STCW 95, A-II/1, A-II/2 and B-VIII/2 and 46 CFR 10.25 and 10.209.

The objective of this course is to provide limited licensed members seeking near coastal or ocean endorsement with the knowledge and skills necessary to supervise a navigational watch. Topics include situational awareness and air chain analysis, voyage planning and record keeping, bridge procedures, navigational watchstanding, pilot bridge interaction, vessel emergencies and effective communications. There will be extensive time spent in the full mission bridge simulator.

(Course entry requirement is current radar certification.)

Engine Room Familiarization

Designed for prospective tugboat engineers, this two-week class provides instruction in the following areas: engineroom safety, engineering plant nomenclature, piping system hardware, a functional description of main propulsion and auxiliary machinery and associated piping systems, plant operations and watch-keeping, and safe handling of fuels and oil spill prevention.

Engine Room Operations & Maintenance

This course is designed for inland personnel

with intermediate skills to prepare assistant engineers for all phases of engineroom operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

Engine Room Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling emergencies and other non-routine operating conditions.

Tankerman (PIC) Barge

This 40-hour course leads to the endorsement as tankerman (PIC) barge. The object of this course is to provide the knowledge and skills associated with tank barge operations and to supervise the safe and pollution-free transfer of dangerous liquids. *(This course is limited to 25 students maximum.)*

Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this eight-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

(Students must have an AB endorsement and 540 days of seetime on an SIU-contracted vessel OR equivalent inland experience in order to take the limited license/license prep exam.)

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 Jan. 4.

Recertification

| | | |
|---------|------------|------------|
| Steward | February 3 | March 3 |
| Bosun | October 6 | November 3 |

Engine Upgrading Courses

| Course | Arrival Date | Date of Completion |
|---------------------|-------------------------|---------------------------|
| Oiler | January 13 | February 21 |
| QMED | January 13 | April 4 |
| Welding | January 6 February 3 | January 24 February 21 |
| Engine Utility (EU) | January 27 March 17 | February 21 April 11 |

Safety Specialty Courses

| Course | Arrival Date | Date of Completion |
|---------------------------------------------------------------------------------------------|------------------------|------------------------|
| Advanced Firefighting | February 3 | February 14 |
| Basic Fire Fighting/STCW | February 17 | February 21 |
| Fast Rescue Boat | January 27 | January 31 |
| Government Vessels | January 20 March 10 | February 7 March 28 |
| Medical Care Provider | January 20 | January 24 |
| Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i> | January 13 | January 17 |
| Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i> | January 27 | February 7 |

Academic Department Courses

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



Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 2002

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| Algonac | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 2 | 4 |
| Baltimore | 4 | 3 | 2 | 4 | 2 | 3 | 2 | 5 | 2 | 3 |
| Guam | 1 | 8 | 1 | 1 | 1 | 1 | 0 | 1 | 7 | 2 |
| Honolulu | 5 | 3 | 2 | 5 | 5 | 0 | 3 | 13 | 11 | 5 |
| Houston | 33 | 16 | 18 | 16 | 14 | 4 | 23 | 50 | 18 | 36 |
| Jacksonville | 30 | 21 | 17 | 33 | 16 | 5 | 29 | 57 | 46 | 30 |
| Mobile | 17 | 7 | 3 | 9 | 5 | 1 | 3 | 25 | 16 | 4 |
| New Orleans | 28 | 19 | 6 | 10 | 10 | 8 | 12 | 44 | 24 | 15 |
| New York | 23 | 15 | 14 | 19 | 11 | 6 | 17 | 50 | 25 | 40 |
| Norfolk | 19 | 12 | 8 | 7 | 11 | 7 | 7 | 26 | 23 | 8 |
| Philadelphia | 5 | 4 | 2 | 5 | 1 | 2 | 0 | 6 | 5 | 1 |
| Piney Point | 0 | 7 | 2 | 0 | 6 | 2 | 1 | 1 | 13 | 1 |
| Puerto Rico | 8 | 5 | 2 | 7 | 5 | 1 | 7 | 16 | 9 | 2 |
| San Francisco | 18 | 10 | 6 | 18 | 12 | 4 | 13 | 34 | 13 | 7 |
| St. Louis | 0 | 5 | 5 | 0 | 1 | 2 | 0 | 1 | 10 | 6 |
| Tacoma | 33 | 21 | 9 | 17 | 18 | 8 | 23 | 60 | 31 | 20 |
| Wilmington | 25 | 12 | 10 | 14 | 13 | 3 | 18 | 47 | 21 | 27 |
| Totals | 251 | 169 | 109 | 165 | 131 | 57 | 158 | 439 | 276 | 211 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| Baltimore | 5 | 1 | 1 | 4 | 3 | 0 | 1 | 7 | 4 | 2 |
| Guam | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Honolulu | 5 | 6 | 1 | 4 | 9 | 1 | 2 | 9 | 5 | 5 |
| Houston | 18 | 6 | 8 | 9 | 0 | 2 | 7 | 34 | 8 | 19 |
| Jacksonville | 24 | 24 | 5 | 11 | 20 | 5 | 13 | 41 | 32 | 8 |
| Mobile | 8 | 3 | 0 | 4 | 2 | 1 | 3 | 13 | 5 | 3 |
| New Orleans | 10 | 5 | 1 | 10 | 8 | 2 | 2 | 14 | 7 | 4 |
| New York | 18 | 7 | 10 | 10 | 11 | 3 | 8 | 21 | 18 | 21 |
| Norfolk | 10 | 11 | 6 | 6 | 1 | 2 | 2 | 11 | 26 | 8 |
| Philadelphia | 0 | 1 | 0 | 2 | 2 | 1 | 2 | 3 | 3 | 1 |
| Piney Point | 3 | 3 | 2 | 0 | 1 | 1 | 0 | 5 | 9 | 2 |
| Puerto Rico | 3 | 2 | 1 | 3 | 1 | 1 | 2 | 7 | 7 | 0 |
| San Francisco | 10 | 7 | 2 | 7 | 3 | 2 | 9 | 18 | 9 | 6 |
| St. Louis | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 |
| Tacoma | 8 | 8 | 7 | 9 | 11 | 4 | 15 | 17 | 21 | 12 |
| Wilmington | 13 | 9 | 5 | 2 | 6 | 1 | 4 | 23 | 14 | 15 |
| Totals | 137 | 94 | 53 | 83 | 80 | 29 | 70 | 225 | 170 | 112 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| Algonac | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Baltimore | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 |
| Guam | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Honolulu | 4 | 3 | 4 | 5 | 4 | 0 | 4 | 13 | 5 | 6 |
| Houston | 12 | 3 | 1 | 5 | 2 | 1 | 4 | 25 | 4 | 6 |
| Jacksonville | 22 | 8 | 3 | 18 | 5 | 5 | 13 | 31 | 13 | 7 |
| Mobile | 10 | 4 | 0 | 1 | 4 | 0 | 1 | 12 | 4 | 2 |
| New Orleans | 12 | 2 | 2 | 7 | 3 | 2 | 1 | 18 | 4 | 1 |
| New York | 19 | 5 | 2 | 8 | 1 | 3 | 9 | 23 | 9 | 8 |
| Norfolk | 4 | 9 | 6 | 6 | 6 | 3 | 5 | 10 | 21 | 8 |
| Philadelphia | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 0 |
| Piney Point | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 4 | 3 | 2 |
| Puerto Rico | 3 | 0 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 2 |
| San Francisco | 13 | 4 | 3 | 11 | 6 | 1 | 3 | 35 | 2 | 2 |
| St. Louis | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Tacoma | 19 | 3 | 2 | 15 | 2 | 0 | 7 | 32 | 3 | 4 |
| Wilmington | 21 | 9 | 2 | 18 | 8 | 0 | 15 | 35 | 14 | 5 |
| Totals | 145 | 52 | 31 | 100 | 44 | 20 | 67 | 249 | 86 | 54 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| Algonac | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 |
| Baltimore | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 6 | 8 |
| Guam | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Honolulu | 5 | 12 | 8 | 2 | 8 | 2 | 0 | 11 | 28 | 24 |
| Houston | 3 | 14 | 11 | 1 | 13 | 1 | 0 | 5 | 27 | 44 |
| Jacksonville | 4 | 15 | 22 | 2 | 9 | 6 | 0 | 5 | 25 | 44 |
| Mobile | 0 | 8 | 1 | 0 | 2 | 1 | 0 | 0 | 13 | 6 |
| New Orleans | 2 | 11 | 6 | 1 | 2 | 6 | 0 | 7 | 13 | 16 |
| New York | 3 | 27 | 21 | 4 | 20 | 8 | 0 | 10 | 53 | 58 |
| Norfolk | 0 | 6 | 12 | 0 | 3 | 3 | 0 | 0 | 18 | 21 |
| Philadelphia | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| Piney Point | 0 | 17 | 16 | 0 | 6 | 5 | 0 | 0 | 26 | 19 |
| Puerto Rico | 2 | 4 | 2 | 1 | 3 | 2 | 0 | 4 | 6 | 5 |
| San Francisco | 5 | 11 | 6 | 4 | 16 | 1 | 0 | 9 | 16 | 14 |
| St. Louis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Tacoma | 6 | 19 | 10 | 1 | 9 | 3 | 0 | 10 | 29 | 37 |
| Wilmington | 2 | 3 | 13 | 1 | 5 | 3 | 0 | 5 | 7 | 20 |
| Totals | 34 | 149 | 132 | 17 | 96 | 45 | 0 | 69 | 272 | 321 |
| Totals All Departments | 567 | 464 | 325 | 365 | 351 | 151 | 295 | 982 | 804 | 698 |

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

February & March 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: February 3, March 3
AlgonacFriday: February 7, March 7
BaltimoreThursday: February 6, March 6
BostonFriday: February 7, March 7
DuluthWednesday: February 12, March 12
HonoluluFriday: January 17, February 14
HoustonMonday: February 10, March 10
JacksonvilleThursday: February 6, March 6
Jersey CityWednesday: February 19, March 19
MobileWednesday: February 12, March 12
New BedfordTuesday: February 18, March 18
New OrleansTuesday: February 11, March 11
New YorkTuesday: February 4, March 4
NorfolkThursday: February 6, March 6
PhiladelphiaWednesday: February 5, March 5
Port EvergladesThursday: February 13, March 13
San FranciscoThursday: February 13, March 13
San JuanThursday: February 6, March 6
St. LouisFriday: February 14, March 14
TacomaFriday: February 21, March 21
WilmingtonTuesday: February 18*
.....Monday: March 17
.....*(change created by Presidents' Day)

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

Personals

FELIX PATRICK DURAND JR.

Elizabeth Patricia Durand Courville is trying to locate her father, Felix Patrick Durand Jr. Anyone with information regarding Mr. Durand, please contact Elizabeth and Scott Courville at 322 Queen Anne Drive, Slidell, LA 70460; or call (985) 649-2903; Elizabeth's cell phone (985) 640-8893; or Scott's cell phone (985) 640-3053.

Like Mother, Like Son



Chief Cook Tracy Greminger and her handsome little bosun's mate, Colby James, send cheers and best wishes for a happy holiday season to SIU members everywhere. Colby is now 16 months old and weighs a whopping 18 pounds!

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 Corgy, *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 Crisostomo St., Tamuning, Guam 96911
(671) 647-1350

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

NMU Monthly Shipping & Registration Report

NOVEMBER 2002

| Port | TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | REGISTERED ON BEACH All Groups | | |
|---------------|--------------------------------|-----------|-----------|-----------------------------|----------|-----------|-----------------|-----------------------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 6 | 1 | 0 | 4 | 0 | 0 | 3 | 4 | 4 | 0 |
| Houston | 10 | 2 | 3 | 1 | 0 | 0 | 10 | 14 | 8 | 23 |
| Harvey, LA | 1 | 2 | 3 | 1 | 0 | 0 | 3 | 8 | 2 | 18 |
| New York | 11 | 2 | 1 | 4 | 0 | 0 | 11 | 27 | 10 | 19 |
| Norfolk | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| San Pedro | 5 | 0 | 0 | 2 | 0 | 0 | 7 | 43 | 33 | 0 |
| Tacoma | 5 | 3 | 0 | 0 | 0 | 0 | 7 | 21 | 8 | 6 |
| Totals | 39 | 10 | 7 | 12 | 0 | 0 | 41 | 128 | 65 | 66 |

| Port | TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | REGISTERED ON BEACH All Groups | | |
|---------------|--------------------------------|----------|-----------|-----------------------------|----------|-----------|-----------------|-----------------------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| Houston | 1 | 0 | 0 | 4 | 0 | 2 | 4 | 4 | 1 | 20 |
| Harvey, LA | 3 | 2 | 1 | 3 | 0 | 1 | 3 | 4 | 2 | 10 |
| New York | 5 | 1 | 1 | 1 | 0 | 0 | 5 | 23 | 11 | 11 |
| Norfolk | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 |
| San Pedro | 7 | 0 | 0 | 2 | 0 | 0 | 6 | 34 | 4 | 0 |
| Tacoma | 5 | 2 | 2 | 3 | 0 | 0 | 3 | 15 | 3 | 4 |
| Totals | 26 | 7 | 5 | 15 | 0 | 3 | 22 | 87 | 21 | 46 |

| Port | TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | REGISTERED ON BEACH All Groups | | |
|---------------|--------------------------------|----------|-----------|-----------------------------|----------|-----------|-----------------|-----------------------------------|-----------|-----------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| Houston | 1 | 0 | 0 | 2 | 0 | 0 | 7 | 6 | 1 | 11 |
| Harvey, LA | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 4 | 1 | 4 |
| New York | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 16 | 3 | 9 |
| Norfolk | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 |
| San Pedro | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 38 | 18 | 6 |
| Tacoma | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 3 | 3 |
| Totals | 11 | 3 | 5 | 8 | 0 | 1 | 13 | 74 | 26 | 34 |

| Port | TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | REGISTERED ON BEACH All Groups | | |
|---------------|--------------------------------|-----------|-----------|-----------------------------|----------|-----------|-----------------|-----------------------------------|------------|------------|
| | Group I | Group II | Group III | Group I | Group II | Group III | | Group I | Group II | Group III |
| Boston | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 6 | 18 | 0 |
| Houston | 3 | 2 | 6 | 0 | 0 | 0 | 8 | 11 | 25 | 86 |
| Harvey, LA | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 1 | 8 |
| New York | 1 | 7 | 5 | 0 | 0 | 0 | 13 | 26 | 40 | 79 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| San Pedro | 2 | 5 | 0 | 0 | 0 | 0 | 6 | 126 | 67 | 17 |
| Tacoma | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 3 | 8 | 11 |
| Totals | 12 | 16 | 13 | 1 | 0 | 0 | 31 | 177 | 159 | 201 |

| Totals All Departments | | | | | | | | | | |
|------------------------|----|----|----|----|---|---|-----|-----|-----|-----|
| Departments | 88 | 36 | 30 | 36 | 0 | 4 | 107 | 466 | 271 | 347 |

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Manuel DeBarros of North Dartmouth, Mass.

It pictures the deck department crew members on board the *William R. Davie* in 1945.

DeBarros states, "We signed on in New York Oct. 23, 1944 and paid off in Stockton, Calif on June 23, 1945.

DeBarros, who sailed as an OS at the time, is kneeling on the right.

Born in Massachusetts, pensioner DeBarros, 79, joined the SIU on Oct. 7, 1942 in Providence, R.I. and sailed in the deep sea division. He was working as a bosun when he retired in 1979.

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





Three inland captains are among the 18 Seafarers announcing their retirements this month.

Captains **James C. Dow Jr.**, **David Murphy** and **Adrian D. Willis** navigated the inland waterways at the helm of vessels for a combined time of 86 years.

Twelve of the retirees sailed in the deep sea division, three plied the Great Lakes and three others—Dow, Murphy and Willis—navigated the inland waterways.

Eleven of the retirees worked in the deck department, five shipped in the engine department and two sailed in the steward department.

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

DEEP SEA

MUSAID K. ALGAHMIE, 65, joined the Seafarers in 1966 in Detroit. He sailed in the Great Lakes as well as deep sea divisions. His initial voyage was on a Great Lakes Associates Inc. vessel. Born in Arabia, he shipped in the steward department. His final voyage was on the *PFC William Baugh*. Brother Alghamie lives in Sana, Yemen.



GEORGE EVOSEVICH, 65, joined the Seafarers in 1968 in the port of New York. Born in Pennsylvania,

Brother Evosevich is a veteran of the U.S. Army. His first voyage for the SIU was aboard the *Trans-Western*, a Hudson Waterways Corp. vessel. A member of the engine department, Brother Evosevich upgraded his skills in 1975 and 1985 at the Seafarers training school in Piney Point, Md. He last went to sea aboard the *Sea-Land Consumer*. Brother Evosevich is a resident of Seattle.

ANTHONY LEO

62, was born in Ventitire, Italy. He started his career with the Seafarers in 1961 in the port of New York. His first ship was the *Alcoa Pilgrim*. A member of the deck department, Brother Leo shipped as a bosun and upgraded his skills last year. He last worked with the Interocean Uglan Management shoregang. Brother Leo makes his home in Toms River, N.J.



JOSEPH G. MANUEL, 65, started his SIU career in 1963 in the port of Houston. Brother Manuel first sailed on Birch Shipping Corp.'s *Point Julie*. The Louisiana-born mariner worked in the engine department. His last voyage was on the *Overseas Vivian*. Brother Manuel is a resident of Lake Charles, La.

JAMES McBRIDE, 55, began his career with the Seafarers in 1965 in Seattle. A veteran of the U.S. Coast Guard, Brother McBride's initial voyage for the SIU was on CSX Lines' *Seattle*.



The California-born mariner shipped in the engine department and upgraded his skills 10 times at the Sea-

farers training school. Brother McBride is a resident of Potosi, Mo.

AVELINO MENDOZA

64, hails from the Philippines. Brother Mendoza began his career with the Seafarers in 1979 in the port of New York. His initial voyage was aboard an Anchorage Tankships Corp. vessel. The deck department member last worked on the *Sea-Land Florida*. Brother Mendoza lives in Jersey City, N.J.



WILLIAM PENNY JR., 63, was born in Louisiana. He started his SIU career in 1959 in the port of New Orleans. Brother Penny is a veteran of the U.S. Army. He first sailed on the *Del Norte*. A member of the deck department, he shipped as a bosun. Brother Penny last worked on Waterman Steamship Corp.'s *Stonewall Jackson*. Arabi, La., is his home.



HONESTO M. ROCES, 67, joined the SIU in 1988 in the port of Honolulu. His initial voyage was aboard American

Hawaii Cruises' *SS Independence*. The deck department member upgraded his skills in 2001 in Piney Point, Md. Brother Roces last worked on the *Sea-Land Spirit*. He makes his home in Honolulu.

FEDERICO RODRIGUEZ

57, started his career with the Seafarers in 1973 in San Francisco. Brother Rodriguez's first ship was the *Steel Design*, an Isco Inc. vessel. Born in Puerto Rico, he worked in the engine department. Brother Rodriguez upgraded his skills in 1979 at the Seafarers training school.



REYNALDO ROSETE, 66, launched his SIU career in 1970 in Seattle. The Philippine-born mariner's first voyage

was on the *Steel Executive*, an Isco Inc. vessel. A member of the steward department, Brother Rosete upgraded his skills in 1977 in Piney Point, Md. He last worked on the *Sea-Land Mariner*. Brother Rosete is a resident of his native republic.

DIOGENES SANTOS

70, embarked on his career with the Seafarers in 1973 in the port of New Orleans. Born in Ecuador, he first sailed on the *Producer*, an American Steamship Co. vessel. Brother Santos worked in the engine department and upgraded his skills in 1977 and 1983. His last voyage was aboard the *Green Island*, a Waterman Steamship Corp. vessel.



RICHARD LEE THOMAS, 65, commenced his SIU career in 1977 in the port of Jacksonville,

Fla. A veteran of the U.S. Navy, his first voyage was aboard Cove Shipping's *Susquehanna*. Brother Thomas shipped in the deck department and upgraded his skills in 2000 and again last year. He last worked on the *Rover*. A native of Duval Co., Fla., Brother Thomas now calls Balch Springs, Texas home.

INLAND

JAMES C. DOW JR.

66, hails from Texas. He launched his career with the Seafarers in 1969 in the port of Houston. Before joining the SIU, Boatman Dow served in the U.S. Navy. A member of the deck department, he shipped as a captain. Boatman Dow worked primarily at the helm of vessels operated by Western Towing Co. (Dixie Carriers) during his career. He makes his home in Cleveland, Texas.

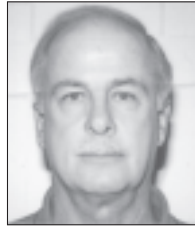


DAVID MURPHY, 61, began his career with the Seafarers in 1957 in the port of Houston. Boatman

Murphy worked in the inland and deep sea divisions, first sailing aboard a Waterman Steamship Corp. vessel. Born in Centerville, Texas, he shipped in the deck department as a captain. Boatman Murphy upgraded his skills in 1973 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He last worked aboard a G&H Towing Co. vessel. Boatman Murphy lives in Corpus Christi, Texas.

ADRIAN D. WILLIS

61, was born in Lenior County, N.C. The U.S. Coast Guard veteran joined the Seafarers in 1963 in the



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.

port of Baltimore. Boatman Willis shipped in the deck department as a captain, working primarily aboard vessels operated by Moran Towing of Virginia. Boatman Willis now makes his home in Virginia Beach, Va.

GREAT LAKES



DAVID AKERSTROM, 56, started his career with the Seafarers in 1967 in Detroit. Born in Minnesota,

he first sailed aboard a Great Lakes Associates, Inc. vessel. Brother Akerstrom worked in the deck department and last shipped on the *Saint Clair*, a Bell Steamship Co. vessel. Brother Akerstrom lives in Duluth, Minn.

ALI ELMAWRI, 64, donned the colors of the Seafarers in 1966 in Detroit. The Arabian-born mariner first shipped on the *Reiss Brothers*, an American Steamship Co. vessel. The deck department member worked in the Great Lakes and inland divisions during his career. He last worked on Bob-Lo Island's *Columbia*. Brother Elmwari resides in Dearborn, Mich.

ROBERT WERDA

56, hails from Alpena, Mich. He began his career with the SIU in 1964 in his native state. His ini-



tial voyage as a Seafarer was aboard an American Steamship Co. vessel. The deck department member upgraded his skills in 2001 in Piney Point, Md. Brother Werda last worked on the *J.A.W. Iglehart*, an Inland Lakes Management, Inc. vessel. Brother Werda makes his home in Alpena, Mich.

Message from Project Liberty Ship

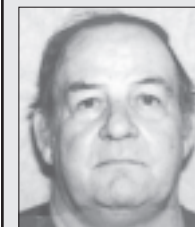
The Liberty ship *John W. Brown*, restored to fully operational condition by an all-volunteer crew, and home-ported in Baltimore, makes four "living history cruises" of six hours' duration on the Chesapeake Bay or from other East Coast ports each year. We have lots of captains working as deckhands, and we have chief engineers working as oilers, but in the steward department we are constantly short of experienced volunteers. We need a port steward, a chief steward and two cooks.

If any retired members are even slightly interested, please ask us for a 64-page booklet called "S.S. *John W. Brown Today*," and you will learn all about our operation. In 2003 we plan to go to Norfolk, New London and either Maine or New York.

Our address is Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0546. Office telephone is (410) 661-1550, and our email is:

john.w.brown@usa.net.
Also, our web site is located at www.liberty-ship.com.

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



JOSEPH J. CRANDLEY, 56, joined the NMU in 1963. Born in Pennsylvania, Brother

Crandley initially went to sea aboard the *Connecticut*. A recertified bosun, he shipped in the deck department. Brother Crandley upgraded his skills in 1965, 1970, 1983 and 1995. He last shipped aboard the *Argonaut*.

HAROLD L. HOPKINS

55, started his career with the NMU in 1973. A native of California, his first voyage was aboard the *Tullahoma*. Brother Hopkins shipped the engine department and upgraded his skills on four occasions. He last worked aboard the *American Veteran*.



FREDERICK MALKINSON, 55, began his NMU career in



1968. Born in the Philippines, he first worked on the *North Field*. The *Green Harbor* was

his final vessel. Brother Malkinson sailed in the steward department.

JAMES S. STONE

65, hails from Charlotte, N.C. His initial trip to sea was aboard the *Amoco Louisiana*. The steward department member last sailed on the *Thomas M.* Brother Stone upgraded his skills in 1968.



In addition to the members listed above, the following NMU brothers and sisters went on pension effective the dates indicated.

| Name | Age | Date |
|-----------------|-----|--------|
| Earl Patterson | 63 | Nov. 1 |
| Ledell Pettway, | 65 | Dec. 1 |
| Gordon Smith | 67 | Nov. 1 |
| Juan Vazquez | 64 | Dec. 1 |

Final Departures

DEEP SEA

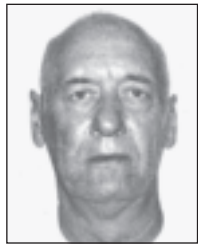
MARTIN McHALE



Pensioner Martin McHale, 72, died Sept. 24. He joined the SIU in 1956 in the port of New York. Born in Ireland, Brother McHale was a veteran

of the U.S. Army. He initially went to sea aboard Calmar Steamship's *Calamar*. A member of the steward department, he last worked on the *Sea-Land Kodiak*. Brother McHale started receiving his pension in 1992 and made his home in Des Moines, Wash.

DONALD ROTHMAN



Pensioner Donald Rothman, 76, died Oct. 5. He joined the Seafarers in 1977 in the port of Wilmington, Calif. Brother Rothman was a

U.S. Navy veteran who initially sailed for the SIU on the *Aquila*. The Long Beach, Calif.-born mariner shipped in the deck department. His final voyage was on the *Sea-Land Explorer*. Brother Rothman began collecting his pension in 1996. He was a resident of Kingman, Ariz.

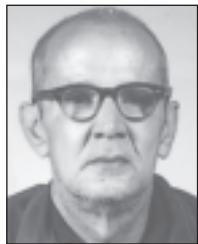
STEPHANIE SMITH



Sister Stephanie Smith, 46, died Sept. 24. She joined the Seafarers in 1986 in the port of Jacksonville, Fla. Sister Smith initially went to sea on

the *USNS Algol*. A member of the steward department, she was born in Illinois. Sister Smith last worked on the *Humacao*, a Puerto Rico Marine Management vessel. She lived in River Ridge, La.

JACK TAYLOR



Pensioner Jack Taylor, 80, passed away Sept. 13. Born in Kansas, he started his career with the Seafarers in 1951 in the port of New York.

Brother Taylor first sailed on a Victory Carriers Inc. vessel. He worked in both the engine and steward departments during his career and last went to sea on the *Sea-Land Finance*. Brother Taylor retired in 1977 and made his home in San Francisco.

FRED TEMPLES



Brother Fred Temples, 59, passed away Sept. 22. The U.S. Marine Corps veteran donned the SIU colors in 1991 in the port of Mobile, Ala.

Brother Temples first went to sea aboard the *USNS Contender*. Born in Florida, he shipped in the deck department. His final voyage was on the *USNS Red Cloud*. Brother Temples made his home in Duck Hill, Miss.

TED TOLENTINO

Pensioner Ted Tolentino, 73, passed away Sept. 18. He embarked on his career with the Seafarers in 1957 in



San Francisco. A U.S. Army veteran, Brother Tolentino initially went to sea aboard the *Murray Hill*. A member of the deck department, he

shipped as a bosun. Brother Tolentino's last voyage was on the *Sea-Land Explorer*. He began receiving his pension in 1991 and called Daley City, Calif. home.

GEORGE TORRES



Pensioner George Torres, 86, died Sept. 6. He started his career with the MC&S in San Francisco. Born in Hawaii, Brother Torres worked in the

JEROME WILLIAMS



Brother Jerome Williams, 34, died Sept. 22. Born in Alabama, he joined the union in 1987 in the port of Piney Point, Md. His initial voyage

was aboard the *Cape Ducato*. Brother Williams worked in the deck and steward departments. He last sailed on the *Sugar Island*. Brother Williams lived in Mobile, Ala.

WALKER WARD

Pensioner Walker Ward, 85, passed away Sept. 23. A native of Alabama,

he joined the Seafarers in 1946 in the port of Mobile, Ala. His initial voyage was on Waterman Steamship's *Madaket*. Brother Ward shipped in the engine department and last sailed aboard the *Del Oro*. He started collecting payments for his retirement in 1985 and was a resident of Mobile.

EDGAR WYLIE



Pensioner Edgar Wylie, 86, passed away Sept. 13. He started his career with the MC&S. Born in Oklahoma, he sailed in the steward department. Brother Wylie began receiving retirement stipends in 1971 and lived in San Francisco.

HERMAN YOUNG



Pensioner Herman Young, 83, died Aug. 31. Brother Young started his career with the MC&S. The Illinois-born mariner shipped in the steward

department. A resident of Berkeley, Calif., Brother Young began receiving his pension in 1977.

INLAND

HENRY ABEL



Pensioner Henry Abel, 84, died Aug. 31. Boatman Abel joined the Seafarers in 1967 in the port of Houston, first working

aboard a G&H Towing vessel. Born in Brenham, Texas, Boatman Abel shipped in the engine department. He last sailed aboard an American Barge Lines vessel and started collecting compensation for his retirement in 1980. Boatman Abel was a resident of Crosby, Texas.

HILTON SIMS



Pensioner Hilton Sims, 87, died Sept. 1. Boatman Sims started his career with the Seafarers in 1962 in San Francisco. Born in Alabama, he

shipped in the deck department. Boatman Sims worked primarily aboard vessels operated by Dravo Basic Materials and lived in Mobile, Ala. He started receiving his pension in 1976.

GREAT LAKES

NASER ALGAHMI



Pensioner Naser Alghami, 70, died Sept. 22. Brother Alghami began his SIU career in 1965 in Detroit. Born in Yemen, Brother Alghami sailed

in both the steward and engine departments. He last went to sea aboard American Steamship Co.'s *Charles E. Wilson*. Brother Alghami began collecting his retirement stipend in 1994 and lived in Yemen.

WILLIAM CARTWRIGHT

Pensioner William Cartwright, 72, passed away Sept. 2. Brother Cartwright started his career with



the Seafarers in 1961 in Sault Ste Marie, Mich. The U.S. Army veteran worked in the deck department and sailed in the Great Lakes as well

as inland divisions. Brother Cartwright began receiving his pension in 1992. He was a resident of Soo, Mich.

EUGENE LEO



Pensioner Eugene Leo, 78, passed away Oct. 5. Brother Leo joined the SIU in 1961 in Cleveland, Ohio. A veteran of the U.S.

Army Air Corps, he worked primarily aboard vessels operated by Great Lakes Towing Co. Brother Leo was born in Clinton, Ill., and shipped in the deck department. He resided in Orland Park, Ill., and began receiving compensation for his retirement in 1986.

JOSEPH WILLARD



Pensioner Joseph Willard, 68, died Aug. 30. A veteran of the U.S. Army, Brother Willard started his SIU career in 1962 in Toledo, Ohio. The Ohio native

shipped in deck department, last working on a Lake Dredging Co. vessel. He began receiving compensation for his retirement in 1995 and lived in his native state.

The following brothers and sisters, all former members of the NMU and participants in the NMU Pension Trust, have passed away.

ISRAEL COHEN



Pensioner Israel Cohen, 71, passed away Oct. 30. Brother Cohen joined the NMU in 1969. Born in Israel, he shipped in the engine

department. Brother Cohen sailed on a number of vessels during his career and visited many ports. He last went to sea aboard the *Resolut*. Brother Cohen began receiving compensation for his retirement in 1990.

LOUIS D. FERGUSON



Pensioner Louis D. Ferguson, 81, passed away Aug. 13. Brother Ferguson started his career with the NMU in 1954. The

Buffalo, N.Y. native initially went to sea on the *Kevin Hill*. Brother Ferguson shipped in the deck department as a bosun. He also worked in the engine department. Brother Ferguson began receiving his pension in 1986.

LEROY HARDEN JR.



Pensioner Leroy Harden Jr., 75, died Oct. 10. Brother Harden launched his career with the NMU in 1950. He first worked aboard

the *Flagship Sinco*. Born in

Pennsylvania, Brother Harden worked in all three departments. His final voyage was on the *Red Jacket*. Brother Harden began receiving retirement stipends in 1979.

LEON HOBBS

Pensioner Leon Hobbs, 90, passed away Sept. 14. After joining the NMU, Brother Hobbs' initial voyage was out of San Francisco. He sailed on many vessels and visited a host of ports around the world. Born in Galveston, Texas, he worked in the steward and engine departments. Brother Hobbs started receiving his pension in 1975.

MARCELINO MALAVET SR.



Pensioner Marcelino Malavet, 87, Sr. died Oct. 8. He joined the NMU in 1951 and initially went to sea aboard a Sun Co. vessel.

Born in Panama, he worked in the engine department. Brother Malavet began collecting compensation for his retirement in 1969.

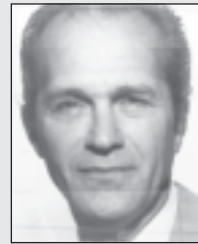
GEORGE MARTIN



Pensioner George Martin, 83, passed away Oct. 8. Brother Martin started his NMU career in 1953 in the port of New York. Born in

Panama, he first worked aboard the *Yarmouth*. Brother Martin shipped in the steward department and began receiving his pension in 1981.

DANIEL PEREZ



Pensioner Daniel Perez, 71, died Oct. 10. Brother Perez launched his NMU career in 1956. His initial voyage was aboard the *Bulkcrude*.

Born in Galveston, Texas, he shipped in the deck and steward departments. His final voyage was aboard the *Marine Chemical Transporter*. Brother Perez served as NMU patrolman in Galveston from 1973 to 1979 and again from 1981 to 1983. He began receiving stipends for his retirement in 1985.

AUGUSTO VILLANUEVA



Pensioner Augusto Villanueva, 87, passed away Oct. 5. Born in Peru, he joined the NMU in 1943. His initial sea voyage was out of the

port of Baltimore aboard the *McKeesport*. Brother Villanueva worked in the steward department and last went to sea in 1985. He started receiving his pension in 1986.

In addition to the foregoing members, a number of other NMU brothers and sisters passed away recently. Their names, ages, dates of death and the years they began receiving their pensions follow:

| Name | Age | DOD | EDP |
|----------------|-----|--------------|-----|
| Clarence Snell | 99 | Nov. 5 1993 | |
| James Waldron | 73 | Nov. 8 1975 | |
| George Oden | 82 | Nov. 11 1983 | |
| Pedro Dijols | 74 | Nov. 8 1969 | |
| Alphonse Jules | 83 | Oct. 26 1980 | |

| | | | |
|--------------------|----|---------------|--|
| William Hagan | 79 | Nov. 9 1981 | |
| David Zeleske | 78 | Nov. 2 1990 | |
| Curtis Smith | 81 | Oct. 19 1977 | |
| Bernard Lopez | 85 | Oct. 10 1970 | |
| James Camper | 80 | Nov. 19 1977 | |
| John Smith | 84 | Nov. 15 1979 | |
| Barrett White | 80 | Nov. 26 1988 | |
| Louis DeGuzis | 74 | Nov. 12 1997 | |
| Frederick Metcher | 74 | Nov. 11 1984 | |
| Pedro Pasco | 66 | Oct. 26 2001 | |
| Joseph Perrotto | 83 | Nov. 4 1987 | |
| Rufino Hernandez | 89 | Oct. 29 1967 | |
| Donald Norton | 82 | Nov. 4 1976 | |
| Walter Connor | 69 | Nov. 11 1995 | |
| Francisco Ferreira | 96 | Nov. 12 1971 | |
| Eugenio Garcia | 74 | Nov. 15 1974 | |
| Robert Merchand | 81 | Nov. 16 1969 | |
| Albano Seabra | 77 | Nov. 1 1967 | |
| Fernando Torres | 86 | Oct. 16 1969 | |
| Myers Addison | 64 | Oct. 10 1995 | |
| Sanford Brostoff | 69 | Sept. 26 1972 | |
| Jughe Campbell | 78 | Oct. 15 1968 | |
| Herman Cofield | 76 | Sept. 23 1972 | |
| Parker Clairveaux | 73 | Sept. 18 1996 | |
| Henry Davis | 60 | Oct. 17 2000 | |
| James Daley | 75 | Oct. 14 1992 | |
| Jose Escoto | 88 | Aug. 11 1978 | |
| Joseph Fuselier | 78 | Oct. 17 1967 | |
| John Flannery | 70 | Oct. 13 1994 | |
| Russell Gallien | 81 | Oct. 11 1984 | |
| Patricio Guerrero | 63 | Aug. 21 1998 | |
| Malvin Honore | 73 | Oct. 2 1968 | |
| Eubanks Hill | 85 | Oct. 10 1972 | |
| Edward Jackson | 76 | Sept. 27 1984 | |
| George Lauterbach | 76 | Sept. 12 1991 | |
| Wilfred Mose | 74 | Sept. 22 1992 | |
| Murdo Munro | 78 | Sept. 29 1982 | |
| Mario Mendez | 78 | Oct. 19 1989 | |
| Theodore Parker | 78 | Sept. 11 1969 | |
| Felix Paris | 80 | Oct. 7 1974 | |
| John Theis | 77 | Oct. 12 1987 | |
| Ramon Velez | 83 | Sept. 29 1968 | |
| George Wright | 68 | Sept. 30 2000 | |
| George White | 84 | Aug. 21 1967 | |
| Henry Wilkes | 79 | Oct. 20 1993 | |
| Patricio Guerrero | 63 | Sept. 21 1998 | |
| Robert Nieves | 81 | Oct. 2 1987 | |
| Freddie Polk | 65 | Sept. 18 1985 | |
| Emil Drioli | 89 | Oct. 24 1969 | |
| Hilario Fernandez | 81 | Oct. 18 1969 | |
| Wilson Reid | 78 | Sept. 20 1996 | |
| Andrew Joseph | 81 | Aug. 14 1990 | |

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.

INDUSTRIAL CHALLENGE

(Pacific Gulf Marine), Oct. 19—Chairman **Kyle F. Schultz**, Secretary **Edward J. O'Reilly**, Educational Director **Glenn A. O'Leary**. Chairman informed crew that new movies are purchased each trip and that ice cream freezer was installed in mess hall along with movie cabinets. He announced vessel due in Houston Oct. 26 with payoff following day and asked those getting off to clean rooms and leave dirty linen in bags in laundry room. Educational director talked about upgrading opportunities available at Paul Hall Center in Piney Point, Md. Treasurer stated approximately \$100 in ship's fund. No beefs or disputed OT reported. Request made for direct deposit and availability of e-mail.

ITB PHILADELPHIA (USS

Transport), Oct. 27—Secretary **Danny A. Brown**, Educational Director **José M. Ramirez**. Ship awaiting orders. Secretary advised crew members to support SPAD. He also noted that current written estimate of money purchase pension plan is available upon request. Educational director reported on new accommodations (single rooms) available when upgrading at Paul Hall Center. No beefs or disputed OT reported. List of repairs noted, including new mattress for pumpman, new bulb in repeater on bridge, leaking showers. New dryer also needed as well as improved TV reception in crew lounge.

KODIAK (CSX Lines), Oct. 27—Chairman **Garry D. Walker**, Secretary **Melvin E. Morgan**, Educational Director **Alfonso D. Bombita Jr.**, Deck Delegate **Thomas B. Schroeder**. Chairman announced payoff Oct. 29 in Tacoma, Wash. There will be blanket relief for crew the following day. Captain to inform crew whether company will keep vessel in shipyard. No beefs or disputed OT reported. Suggestion made to provide chair for quartermaster on bridge during watch. Vote of thanks given to steward department for good food and service. Next ports: Tacoma; Anchorage and Kodiak, Alaska.

PACIFIC (CSX Lines), Oct. 21—Chairman **Stanley A. Gurney**, Secretary **Kristen Swain**, Educational Director **Keith L. Jordan Sr.**, Engine Delegate **George B. Lockett**, Steward Delegate **Charles Atkins**. Chairman noted that crew will be sent ashore on launch in two groups to clear Customs and Immigration. Question raised as to why Customs and Immigration can't come out to ship. Educational director urged crew members to attend upgrading courses at Piney Point school. Treasurer announced \$421 in ship's fund and \$100 in cookout fund. No beefs or disputed OT reported. Suggestions made for increase in pension benefits and that members (and their families) who live outside the United States be covered by medical plan. Vote

of thanks given to steward department for outstanding job.

USNS BOWDITCH (Dyn Marine Services), Oct. 13—Chairman **David Manix**, Educational Director **Walter S. Filleman Jr.**, Engine Delegate **Douglas Maravelias**, Steward Delegate **Leocadio V. Colon**. Chairman welcomed new members and wished those departing a nice vacation. He noted that dock strike on West Coast may affect departure date for upcoming trips. Educational director talked about continuing one's education at Paul Hall Center. He advised those people who complain about wages to put their energy into upgrading—like Brother Colon. Colon studies for his next exam every night in the mess hall and is a good example to all. No disputed OT reported. Some problems noted by steward delegate regarding OT schedule and locked cleaning supplies. Departing crew members asked to clean rooms for next person and leave keys in room. Expense forms for taxi or transportation home and per diem travel should be filled out. Crew members given number of pharmacy in Jacksonville that is "very SIU-friendly." Thanks given to all who donated DVDs to new crew-run movie library.

CHALLENGER (CSX Lines), Nov. 4—Chairman **Roy L. Williams**, Secretary **Brandon D. Maeda**, Educational Director **Clive A. Steward Sr.**, Deck Delegate **Joseph LeBeau**, Engine Delegate **William B. McCants**, Steward Delegate **Larry L. Griffin**. Chairman announced payoff Nov. 7 in Jacksonville, Fla. Educational director urged all SIU members to attend upgrading courses at Paul Hall Center. Beef reported in engine department; no beefs or OT noted in deck or steward departments. Request made for new washing machine in crew laundry. Vote of thanks given to steward department members Chief Cook Griffin and BR **José De Los Santos**. Next ports: Jacksonville, San Juan, Houston.

ENDURANCE (USSM), Nov. 10—Chairman **Teodulfo A. Alanano**, Secretary **Russell B. Beyschau**, Educational Director **Roger D. Phillips**, Deck Delegate **Carlos R. Bonilla**. Bosun reported smooth voyage with payoff Nov. 13 in Los Angeles. He reminded those crew members leaving vessel to clean rooms and get fresh linen for next person. Secretary stated trip went well and thanked all hands for helping keep inside of house clean. He spoke about importance of contributing to SPAD and of keeping up with latest union news by reading *Seafarers LOG*. Educational director reminded crew of facilities available in Piney Point to upgrade skills, which can lead to higher ratings. Steward delegate reported beef and disputed OT in his department; none reported in deck or engine departments. Vote of thanks given to steward department for job well done.

INNOVATOR (USSM), Nov. 2—Chairman **Stephen R. Kastel**, Secretary **Benedict N. Opaon**, Educational Director **Christopher L. Earhart**. Bosun stated DVD player purchased in Asia and will be installed during upcoming trip. Educational director advised crew members to take advantage of educational opportunities available at Paul Hall Center and to make sure all required shipping documents are up to date. Treasurer announced \$1,900 in ship's fund. No beefs or disputed OT reported. Next ports: Oakland, Calif.; Yokohama and Nagoya, Japan; Pusan, South Korea.

LAWRENCE GIANELLA

(Ocean Ships), Nov. 12—Chairman **Edward J. O'Connor Jr.**, Secretary **James E. Lewis**, Educational Director **Charles H. Kennedy**, Deck Delegate **Felix H. Nunez**, Engine Delegate **Marcelino V. Cayabyab**, Steward Delegate **Antonio Colon**. Chairman announced arrival in Guam Nov. 15. He urged crew members to keep dues paid and support SPAD. He also thanked everyone for helping keep ship clean. Secretary announced results of sanitary inspection and presented list of minor deficiencies being worked on by chief engineer. Educational director urged all hands to take advantage of classes at union's training school in Piney Point. No beefs or disputed OT reported. New mattresses and pillows are on order and should be delivered while vessel is in Korea. Ship's committee looking into switching crew's movie system from VHS to DVD. Thanks given to steward department for job well done.

LIBERTY WAVE (Liberty Maritime), Nov. 3—Chairman **Evan J. Bradley**, Secretary **Frederick L. Washington Sr.**, Educational Director **Roman J. Zarkiewicz**, Engine Delegate **Melvin Ratcliff**. Chairman thanked crew in all departments for working well together for 30 days at sea and 21 days in port in Latvia. He announced upcoming payoff in New Orleans. Secretary asked those getting off to clean rooms and refrigerators and turn in keys at payoff. Educational director talked about benefits of upgrading skills at Piney Point. No beefs or disputed OT reported. Request made for TV antenna as well as new coffee machine and toasters. Concern expressed regarding disbursement of cash rather than airline ticket. Thanks given to steward department for great barbecues and running ship-shape galley.

NEW YORK (ATC), Nov. 4—Chairman **Carlos Loureiro**, Secretary **Gregory G. Keene**, Educational Director **Dencio A. Cayan**, Deck Delegate **Bronislaw Kuchczynski**, Engine Delegate **Victor L. Bermudez**. Chairman thanked everyone for good job cleaning tank and for good maintenance during repair period. He asked that crew members clean shower areas before painting begins. Chairman also reminded everyone that any beefs should go through proper channels (department delegate and bosun)—only going topside as a last resort. He requested everyone return movies to movie locker when done and explained company safety policy regarding new crew members standing watch with outgoing mariners. Educational director stressed importance of upgrading skills at Paul Hall Center. Treasurer noted no money in ship's fund at this time; however, movies and

new satellite receivers purchased from movie fund. No beefs or disputed OT reported. Requests made for repair of satellite in AB's room and cleaning of furniture in crew lounge. Thanks given to steward department for good chow and hot meals during tank-cleaning. Next ports: Valdez, Alaska; Port Angeles, Wash.

OVERSEAS HARRIETTE

(OSG), Nov. 10—Chairman **Clyde C. Smith**, Secretary **George Quinn**, Deck Delegate **Charles A. McPherson**, Engine Delegate

food and clean ship. Everyone asked to help keep ship neat and leave keys in rooms for next person. Next ports: Oakland and Long Beach, Calif.

QUALITY

(USSM), Nov. 2—Chairman **Zainal A. Siregar**, Secretary **Franklyn J. Cordero**, Educational Director **Paul P. Pagano**, Engine Delegate **Ali S. Mohsin**, Steward Delegate **William Muniz**. Secretary led discussion on importance of safety aboard ship and about wearing proper gear and having correct pro-

Checking the Day's Menu



Chief Steward Tamara Houston and Chief Cook Allen Roosevelt go over the menu for the day's meals aboard the *Green Wave*. The *Green Wave* is a 16,000-ton cargo vessel used to supply areas of Greenland and Antarctica for the Navy and the Air Force and is part of the MSC fleet. It was the first commercial ship to visit Antarctica and the first U.S.-flagged commercial vessel to visit Cambodia in 35 years.

Charles R. Sandino, Steward Delegate **Arnulfo Lacayo**. Chairman announced vessel arriving dockside Nov. 13 with payoff following day, then shifting to loading dock. No beefs or disputed OT reported. Vote of thanks given to steward department for good meals and service. Next port: Puerto Quetzal, Guatemala.

OVERSEAS NEW ORLEANS

(OSG), Nov. 18—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Bruce Childers**, Engine Delegate **William P. Stone**. Chairman advised each crew member to read *Seafarers LOG* to find out what union is doing for members and job security. He suggested everyone check shipping documents to see they are current. Educational director recommended upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Clarification requested on why licensed mariners aboard ship have satellite hook-up in rooms and unlicensed do not. Thanks given to steward department for job well done, especially preparation of meals during shipyard period and during rough seas. Next port: Corpus Christi, Texas.

PATRIOT

(USSM), Nov. 20—Chairman **Daniel F. Garcia**, Secretary **Daniel Q. Payne**, Deck Delegate **Mathew J. Bevak**, Engine Delegate **Richard A. Huffman**, Steward Delegate **Jim P. Abellano**. Educational director posted schedule of upgrading classes held at Piney Point. He also spoke about SPAD donations and how they help shipping industry. No beefs or disputed OT reported. Suggestion made to have contracts department look into raising pension benefits. Thanks given to "the best" steward department for fine

tection for job being done. Educational director advised crew members to take full advantage of upgrading opportunities available at Paul Hall Center. Some disputed OT reported in engine department; clarification requested in deck department regarding OT for carpentry duties. Steward department thanked for job well done.

RELIANCE

(CSX Lines), Nov. 9—Chairman **Lance X. Zollner**, Secretary **Dien Short**, Educational Director **Kevin T. McCagh**, Deck Delegate **Rodolfo Asopardo Sr.**. Chairman reported safe voyage with no injuries. He informed crew of payoff Nov. 11 in Tacoma, Wash. Educational director spoke about educational facilities at Piney Point for use by SIU members to further their training and increase their job security. Treasurer announced \$400 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department for fine job. Special recognition given to both unlicensed apprentices—**Shawn Allan** and **Matt Waldman**—"who have been the best trainees on board to date." Next ports: Tacoma; Oakland; Honolulu.

SGT MATEJ KOCAK

(Waterman Steamship), Nov. 3—Chairman **Angelo J. Urti Jr.**, Secretary **Stephen W. Roth**, Deck Delegate **Thomas R. Bray**, Engine Delegate **Robert F. Hines**, Steward Delegate **James C. Collins**. Chairman announced crew change and payoff in Lanzarote, Canary Islands. Captain thanked crew for job well done in passing ABS and Coast Guard inspections last month. Everyone urged to read *Seafarers LOG*, paying special attention to president's report. No beefs or disputed OT reported. Request made to purchase 25-inch TV and new VCR for crew lounge.

Letters to the Editor

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

Reminiscing and Giving Thanks

After reading Gerard T. Costello's letter to the editor [October 2002 LOG] praising our medical plan, I'm compelled to write my own thoughts.

Gerard, you're so right in every word you wrote. I know from personal experience that there aren't enough words to praise our plan. . . .

Younger members may take the SIU's health plan for granted. That all changed for me when I really needed it, after retiring. . . . And now with Medicare cutting its benefits, the SIU plan continues to be a godsend.

. . . If I were to ask the plan what the total amount they have paid for all my medical problems since my retirement in 1986 (including infections, pain, X-rays, blood tests, detached retina, cataracts, glaucoma, lens implants, etc.), I might have a heart attack—which I don't need, since it's probably the only part of my body still working!

I also enjoyed seeing the pictures from Charles A. Bortz ["Pics-from-the Past," November 2002 LOG]. Seeing those photos from aboard Isthmian's *Steel Recorder* brought back memories of the 13 Isthmian ships I was on, first the *Steel Chemist* and then the *Steel Recorder*.

At that time, as Bortz noted, members would stay on ships for long periods of time. We referred to them as "homesteaders." It wasn't a question of a few trips or a few months; some members were on a ship for years! If a Seafarer had just a year or two aboard, he was considered the new guy.

My longest stay was 14 months on the *Steel Surveyor*, sailing to India and then around the world. . . .

I will always be grateful to the SIU for the experiences I had as a member and for the good care they're taking of me now.

Walter Karlak
Woodside, NY

The Death of A U-Boat

Since you have been printing some WWII experiences, I

thought I would send you one of mine.

It is now April 1945, and I am on the *SS John L. McCarley*, a different kind of Liberty ship, one designed to carry tanks, with large kingposts and booms. We left the shipyard in Panama City, Fla. and went to Mobile, Ala. to get outfitted. We loaded normal supplies, and everyone was issued a survival suit in anticipation of a trip to Murmansk. However, while going up the East Coast, we encountered some rough weather, and a seam opened up at the starboard gangway and spread out toward the deck housing.

We went into a shipyard in Brooklyn and banded the ship with a 1" x 12" band. The trip to Murmansk was scrubbed, and instead we were loaded with fighter planes whose propellers, wing tips and tail assemblies had been removed and boxed. Thus, our entire cargo weighed only 380 tons. The harbor master in Liverpool could not understand why an apparently empty ship was coming in with other ships of 10,000 to 12,000 tons.

We discharged in Liverpool and started back to New York. The war was almost over, or so we thought. We were coming down St. George's Channel and I was monitoring the escort frequency. All was calm except for an occasional "Two step Able, this is One step Able, How do you hear me?" And in response, "One step Able, this is two step Able, hear you loud and clear."

Suddenly the air was full of urgent commands followed by a series of loud booms. We knew this sound as the escorts would speed around and through the convoy, like sheep dogs protecting the flock, and dropping depth charges.

Presently, all got quiet again. An oil slick appeared, and debris began to float up. Our ship's captain signaled the escort commander and asked as to who got credit for the kill, and the response was that it was number 24.

This was possibly the last U-Boat destroyed in the ETO.

Roy Dean
Perkinston, Miss.

(Editor's note: Roy Dean began sailing in July 1944 directly with Alcoa and Isthmian, as well as other shipping companies. He sailed for seven years, during which time he crossed the Atlantic on eight separate voyages. Dean is currently a member of the American Merchant Marine Veterans organization.)

Apostleship of the Sea to Host Historic Annual Meeting

The Apostleship of the Sea of the United States of America (AOSUSA) will hold its annual meeting April 1-4, 2003. The AOSUSA is the official ministry of the Roman Catholic Church to the People of the Sea in the United States. It operates in 65 seaports of the United States and runs seafarer centers and provides chaplaincy to merchant mariners, port workers, fishermen, maritime schools and academies, cruise ships and all those who work and travel on water.

This historic annual meeting will take place at the United States Merchant Marine Academy in Kings Point, N.Y. It is the first time that an AOSUSA annual meeting has been held at a maritime academy.

All Catholics who are involved with any form of ministry to the People of the Sea are welcome to be members of AOSUSA.

For more information about the AOSUSA annual meeting or the Apostleship of the Sea of the United States of America, may contact Rev. Fr. John A. Jamnicky, national director, at (202) 541-3226.

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.

Don't Let the Scholarship Deadline Pass You By

The deadline for receipt of Seafarers scholarship applications is April 15, 2003. That is only three months away—but there still is plenty of time to apply for one of the eight scholarships (for a total of \$132,000) being awarded this year.

First, obtain a scholarship

program booklet which spells out eligibility requirements and procedures for applying (see coupon below). It also includes a copy of the application form.

All Seafarers and their spouses and children who plan to attend college are encouraged to apply.

Please send me the 2003 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

1/03



BREMERHAVEN — Crew members aboard the *Integrity* (USSM) say hello to a dear friend of all seafarers, Angie Cramer (center), who works at the U.S. Seaman's Club in Bremerhaven, Germany and always welcomes mariners with a friendly smile and kind words. From the left are Paul Lewis, Bosun Domingo Leon, Cramer, Steward Stephanie Sizemore and Electrician Dennis Baker.



NEW YORK — SIU VP Joseph Soresi (left) talks with the crew of the Express tug *Explorer* in Brooklyn.



NEW JERSEY — The SIU-crewed *Middletown* recently made its maiden voyage to Manhattan from Belford, N.J. The trip to Pier 11 in New York takes about 45 minutes aboard the NY Waterway ferry.

SIU Snapshots from Around the World



NEWPORT NEWS, VA. — Crew members aboard the *Cornhusker State* proudly pose with the U.S. Maritime Administration's Professional Ship Award, presented to the ship by U.S. Secretary of Transportation Norman Mineta and U.S. Maritime Administrator Capt. William Schubert for supplying "exceptional service in providing cargo operations and transportation of equipment during Operation Enduring Freedom." Additionally, each SIU member aboard the auxiliary crane ship received a Merchant Marine Expeditionary Medal.



NEW BEDFORD, MASS. — Last summer, during the Blessing of the Fleet ceremony in New Bedford, Mass., two SIU-contracted shipping vessels were awarded prizes for their festive decorations. Above, the *Imigrante* took home second place and, below, the *Bonansa* won third.



ALGONAC, MICH. — A memorial was dedicated Oct. 26, 2002 at the SIU hall in the port of Algonac, Mich. for Capt. Catherine Nasiatka, who lost her life Oct. 23, 2001, when the *J.W. Wescott II* capsized in the Detroit River. Family and friends gathered for the presentation of the monument and plaque, which were donated by local business owners. As flags were raised and bagpipers played, the monument was blessed by Father Russ Kohler, who led a prayer for Nasiatka and all mariners who have dedicated their lives to the sea. SIU Rep Todd Brdak (left), SIU Algonac Port Agent Don Thornton (second from left) and SIU VP Tom Orzechowski (right) joined John Fugate (third from left) and Tom Stackpool in remembering the Algonac captain. Fugate and Stackpool organized and developed the memorial.



HOUSTON — Joe Morgan (far left) and Darrell Sutton, both who formerly sailed in the NMU, are pinned by SIU Regional Representative Robert Troy (right in both photos), for more than 35 years of sea service. Morgan began his career in 1965, shipping out of the port of Houston, while Sutton started sailing in 1960 from the port of San Pedro. Both members are still active in the SIU and ship from Houston.

Paul Hall Center Classes



Unlicensed Apprentice Water Survival Class 631 — Unlicensed apprentices who graduated from lifeboat class 631 are (in alphabetical order) Yamil Avalo-Ventura, Kellie Clark, Milagros Colon, Steven Cook, Steven Culotta, Jason Dalton, Alan Grenier, Angel Jimenez, James Jones, Joshua Kirk, Wilfredo LaRosa, Darius McCastle, Tricia Mitchell, Maurice Perry, David Piper, Darriel Porchea and Adrian Surillo-Diaz. (Note: Not all are pictured.)



Unlicensed Apprentice Water Survival Class 632 — Graduating from lifeboat class 632 are unlicensed apprentices (in alphabetical order) Jahn Boman, Armando Cruz, Brian Goeson, Ellsworth Gordon, Harrison Hawkins, Aaron Helvie, Jorge Infantes, Nat Lamb, Tavell Love, Carlos Lucas, Jimmy Orr, Jay Pierce, Dustin Reed, Adam Revels, Peter Rines, Justin Violanti, Michael Widmark and Edward Willis. (Note: not all are pictured)



Government Vessels — With their instructor Greg Thompson (far back), upgrading Seafarers who took part in the government vessels course ending Nov. 22 are (in alphabetical order) Tracy Austin, Ariston Ora-a, Gary Ranne, Charles Sneed, Emmett Wattingly and Ranny Westby.



Able Seaman — Receiving their certificates for completion of the AB class ending Nov. 22 are upgrading students (in alphabetical order) Emilio Abreu, Adel Ahmed, Philip Cotey, Hiram Davies, Rolando Guity, Elisha Johnson, Tyler Laffitte Jr., Samuel Lloyd, Joshua Mazsa, Selcuk Ozdencanli, Jesse Solangon and Jason Varner.



Government Vessels — Completing the crane operations part of the government vessels course Nov. 1 are (in no specific order) Kimberly Withers, Philip Turner, James Martin, Miguel Hernandez, Joseph Whitmore, Shane Petschow, Larry Pascua, Jose Radona, Edward Black, Jill McGeorge, Paul Riley, Ryan Johnston and Otis Reynolds.

Lifeboatman/Water Survival — Earning their lifeboatman/water survival endorsement Nov. 8 are (in alphabetical order) Roderick Clay, Jorge DeSantiago, Aurelian Moise, Ariston Ora-a, Virginia Panoncillo, Kris Piper, James Short and Emilia Woodin. Their instructor, Bernabe Pelingon, is at far right (second row).



Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center are (from left, seated) Robert Borro, Jamie Castillo, Aurelian Moise, Rere Paiti, (standing) Rick Prucha (instructor), Chris Schneider, Roderick Clay, Chad Hess, Richard Oliva, Wagner Pellerin and Charles Lewis.

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



Tankerman (PIC) Barge — These upgrading Seafarers successfully completed the tankerman (PIC) barge course Nov. 1. They are (in alphabetical order) Raygene Banks, Robert Boudreaux, Joseph Comeaux, Michael Cousin, George Cox, David Hudgins, Charles Miller, Tony Mohamed, Mike Privette, Raynaldo Ramirez, Albert Riollano, Charles Sneed, John Stegeman, Roger Stewart, William Thomas IV and Ranny Westby.



ARPA — Under the instruction of Mike Smith (right), Adel Desouki completes the ARPA course Nov. 1.



GMDSS — Graduating from the GMDSS course Nov. 15 are (in alphabetical order) Rodney Aucoin, James Bond, William Buhrig, Bradley Burkart, Ronnie Harrington, John Lavergne, Rene Peinado, Raymond Snow, Lawrence Soulier and Warren Wirth. Their instructor, Brad Wheeler, is at far left.



Engine Utility — Four unlicensed trainees and six upgrading SIU members completed the engine utility course Nov. 15. They are (front row, from left) Patrick Sullivan, Ron Oyer (instructor), Lonnie Matthews, Roy Martinez, Fahd Yahya, Gerson Elliot, Michael Mazyck, (back row) Jeffrey Hawkins, Masteredseed Paletaoga, Brent Williams and George Velez-Rivera.



Tanker Familiarization/Assistant Cargo (DL) — One group of students completing the tanker familiarization/assistant cargo (DL) course Nov. 15 are (in no particular order) Jade Belt Sr., Raymond Ryan, Christian Hernandez, Kenneth Gaylor, Michael Aikens, Thomas Muncy, Demorio Wilcox, Antonio Reed, Artemio Cespedes, David Wiley, Raul Duarosan, Rasheem Moye, Karim Elgallad, Gerron Foster, William Thomas, Bartolemy Drabenstot, Patrick O'Donnell, Joe Porter Jr., La Kindra Williams, Jorel Lewis, Charles Miller, Eric Vieira, Terence Newman, Jeff McCusker, Edward Douville and Tony Fain. Their instructor, Herb Walling, in the



Fast Rescue Boat — Nov. 15 was graduation day for members of a recent fast rescue boat course. They are (in alphabetical order) Joseph Butasek, Adel Desouki, Eric Lund Charles Mills Jr. and Paul Narro. Their instructor, Stan Beck, is standing at left.



Tanker Familiarization/Assistant Cargo (DL) — The second class graduating Nov. 15 from the tanker familiarization/assistant cargo (DL) class are (in no particular order) David Seymore, Gregory Alexander, Clarence Wren, Anwar Muthala, DeGutenberg Poitevien, Eric Bourdon, Miguel Matos, Scott Heginbotham, Richard Moore, John Watson, Daniel Link, Christopher Mermuys, Eric Cheek, Clay Kiichlii, Robyn Adamosky, Wayne Green Jr., Larry Howard, Erica Andrews, Michael Sottak, Charles Huggins, Weston Beres, Delroy Brown, Larry Pascua, Jose Radona Sr. and Mario Santos. Their instructor, Jim Shaffer, is at far right.

Basic Safety Training Classes



Mariana Carpinteyro, Peter Fried, Henry Gable, John Jennings, Willie McCray, Solomon Sanders, Peter Schuetz, Benjamin Stanley, Otis Reynolds, John Robinson and Ricky Wiemer.



Joseph Canlas, David Davis Jr., David Dinan, Joseph Halphen Jr., George Henderson, Thomas Humphreys III, Howard Lewis, Richard Oliva, Larry Stevens, Stacey Twiford, Ranny Westby and John Williams Jr. Their instructor, Randy Senatore, is at far left. (Note: Not all are pictured.)



**Paul Hall Center
Course Guide for 2003**
See pages 11-14 for the
latest upgrading opportunities.

2002 — The Year in Review

Security Efforts, New Shipboard Jobs Dominate Headlines

For the SIU—and the whole U.S. maritime industry, for that matter—any examination of 2002 arguably must begin with September 11, 2001. Among myriad other effects, the terrorist attacks almost immediately prompted a massive examination of U.S. port and shipboard security which extended throughout the past year. The attacks also spurred separate congressional hearings in 2002 on the security threat posed by runaway-flag ships and the merits of extending and expanding the U.S. Maritime Security Program (enacted in 1996).

Further, they led to extensive forums conducted in 2002 through the International Maritime Organization (IMO) and the International Transport Workers' Federation (ITF)—discussions designed to protect mariners' rights while bolstering port and shipboard security.

Throughout those considerable undertakings both here and abroad, the SIU not only participated, but often provided a leading voice for U.S. mariners. Among other efforts to protect mariners while helping ensure security, SIU officials—including President Michael Sacco, Executive Vice President John Fay, Secretary-Treasurer David Heindel and Vice President Contracts Augie Tellez—testified on Capitol Hill, took part in the IMO meetings, and attended several high-level security conferences, including the National Defense Transportation Association's (NDTA) forum last fall.

Of course, the attacks also resulted in Operation Enduring Freedom—America's war against terrorism. That fight, already supported by Seafarers and other U.S. mariners, threatens to escalate in the Middle East. If and when such acceleration occurs, Seafarers will be called upon to support our armed forces via sealift—just as the SIU has done throughout its 64-year history.

As 2002 gave way to the new year, the threat of war with Iraq was palpable.

New Jobs for Seafarers

While Operation Enduring Freedom and its offshoots rightfully commanded much attention



Students at the Paul Hall Center welcomed the addition of a new hotel.

throughout the year, the SIU remained busy and successful in securing new shipboard employment opportunities for its members.

Late in 2002, Seafarers crewed the newly reflagged prepositioning ship *William H. Pitsenbarger* and



SIU President Michael Sacco (left) leads the union delegation testifying before Congress on the need to extend and expand the U.S. Maritime Security Program.

the brand new oceanographic survey ship *USNS Mary Sears*. Then, Seafarers rang in the new year by sailing aboard the reflagged cable ship *Atlantic Guardian*, which entered service on New Year's Eve 2001.

The trend continued throughout 2002. Seafarers crewed up the *Industrial Challenger*, a heavy lift ship that reflagged U.S. They welcomed a number of new NY Waterway passenger ferries, including the *Austin Tobin*, *Father Mychal Judge*, *Moira Smith*, *Senator Frank R. Lautenberg*, *Fred V. Murrone* and *Enduring Freedom*.

SIU-contracted Great Lakes Dredge & Dock Co. added the hopper dredge *Liberty Island*. Seafarers signed on aboard the roll-on/roll-off vessel *USNS Soderman*, a new ship with a previously used name.

The month of May brought some of the year's best news, and again it had roots in September 11. SIU members recrewed the Delta Queen river cruise fleet—dormant since parent company American Classic Voyages filed for reorganization following the attacks—after Delaware North Companies Inc. purchased the *Delta Queen*, *Mississippi Queen* and *American Queen* at auction. Delaware North also bought the Delta Queen brand name.

SIU-contracted Maersk Line, Ltd. generated some of the biggest headlines of 2002. First, the Norfolk, Va.-based company announced plans to "flag in" a tanker to the U.S. fleet. Then, in August, the U.S. Military Sealift Command (MSC) announced that Maersk Line, Ltd. won a five-year operating contract for eight LMSR vessels. Later, Maersk revealed it was purchasing four G-class vessels to replace for older ships in the MSP—resulting in more jobs for SIU.

Seafarers also crewed up new ATBs for Intrepid, including the *Ocean Reliance*, the *Sea*

Reliance and the *Sound Reliance*.

TOTE's new cargo ship *Midnight Sun* was christened in San Diego; it is scheduled to sail early this year.

A Waterman LASH ship reflagged U.S., and Osprey Ship Management won the contract for the ice-class ship *American Tern* to be used in resupplying McMurdo station in Antarctica and Thule Air Force Base in Greenland.

Matson ordered two containerships from Kvaerner Philadelphia Shipyard.

Additionally, the union's Government Services

Division welcomed the *USNS Arctic*, which transferred from a military-crewed combatant ship to a civilian-crewed, noncombatant ship supporting MSC.

New Contracts

Seafarers approved new contracts at Arnold Transit Co.,

Luedtke Engineering Co., Crowley Liner Services (at Petty's Island, N.J.), Twin Rivers Towing and Matson.

Also, more than 200 Lakes mariners unanimously approved the new multi-year standard contract.

Rescues

Upholding the finest traditions of the Brotherhood of the Sea, SIU members from the following vessels performed at-sea rescues in 2002:

■ Four members from Higman Barge Lines rescued two men whose skiff capsized near the Grand Lake Bridge.

■ Seafarers on the Maritrans tug *Liberty* saved a man who had fallen overboard from a foreign-flag ship.

■ The SIU-crewed *Innovator* aided a boater and his wife and daughter, who were stranded on a disabled boat.

■ Seafarers on the *SP5 Eric G. Gibson* helped save two dogs who had been left aboard a disabled sailboat.

■ The SIU-crewed tanker *Perseverance* rescued five people.

Obituaries

The union mourned the final departures of too many friends in 2002. The list included SIU Honolulu Safety Director Jim Storm, who died Dec. 15, 2001 at age 60; retired SIU Tacoma Port Agent George Vukmir, 54; SIUNA Vice President Ed Pulver, 78, who also headed the SIU's office in

Jersey City, N.J.; retired SIU Mobile, Ala. Port Agent Robert Jordan, 81; Willie Zenga, 79, retired Maritime Trades Department vice president and business manager of Operating Engineers Local 25; Bob McMillen, 67, co-chair and CEO of Saltchuk Resources, Inc. (parent company of TOTE); and Retired NMU Port Agent Gordon Humphrey, 80.

Paul Hall Center

No stranger to progressive change, the Paul Hall Center for Maritime Training and Education offered a typical array of significant stories. More than a dozen courses at the Piney Point, Md. facility received U.S. Coast Guard approval, swelling the overall list of approved courses to nearly 50.

The school added fast rescue boat training, a Coast Guard-approved curriculum.

Work was completed on the new hotel near the Paul Hall Memorial Library—an eagerly anticipated development that permits upgraders to have their own single-occupancy rooms.

The school's deep sea and inland advisory board—a powerful body composed of representatives from throughout maritime labor, business and government—tack-



Seafarers crewed up numerous new vessels in 2002, including the Great Lakes Dredge & Dock Co. hopper dredge *Liberty Island*.

led issues that will affect training techniques and requirements.

And, the school finalized plans to announce new career tracks and new courses for students in the deck and engine departments.

Other Headlines

In chronological order, some of the other top stories were:

SIU President Sacco was reelected as a vice president of the AFL-CIO executive council.

The long-awaited STCW deadline arrived Feb. 1, but not without confusion surrounding an IMO request to ask port state control officers for an unofficial six-month extension before detaining ships for lack of certification of merchant mariner training standards. SIU ITF inspectors aided crew members on the cargo ship *MV Ismael Express*.

The union offered wide-ranging assistance to Seafarers who were laid off because of the American Classic Voyages reorganization.

Eligible pensioners received a \$1,000 bonus from the Seafarers Pension Plan.

Joseph Soresi was appointed the union's Atlantic Region vice president.

The 40th anniversary of SPAD, the union's voluntary political action fund, brought with it a new promotional program for participants.

The Seafarers Health and Benefits Plan awarded scholarships to five Seafarers and five dependents for \$130,000.

SIU ITF inspectors secured back pay for crew members of the tanker *Bregen*.

The Seafarers Pension Plan issued check No. 1 million.

Heindel testified June 13 before the Special Oversight Panel on the Merchant Marine, part of the U.S. House Armed Services Committee, on FOCs and how they threaten America's security.

Before the same panel, Sacco led the union delegation testifying about the Maritime Security Program on July 16.

The SIU continued supporting the organizing campaign involving Offshore Mariners United.

The union's Government Services Division and MSC agreed on a labor relations strategy for negotiating a new contract.

SIU-contracted Alaska Tanker Co. received several prominent awards for safe operations, including the State of Washington Department of Ecology's prestigious Exceptional Compliance

Program Award.

SIU-contracted NY Waterway distinguished itself by continuing to go "above and beyond" any Coast Guard training requirements for its shipboard personnel.

At the SIUNA convention, conducted once every five years, delegates

unanimously reelected Sacco as president and unanimously elected Heindel as secretary-treasurer.

Guest speakers from Congress, the administration, labor and management all stated the need for a strong U.S. Merchant Marine.

Mariners from the SIU-crewed *Cornhusker State* were honored by the U.S. Department of Transportation and the U.S. Maritime Administration for service in Operation Enduring Freedom.

For the year, SIU ITF inspectors collected more than \$550,000 in back wages for crews on runaway-flag ships.

The union launched a revamped web site at www.seafarers.org.

President Bush signed separate legislation concerning port security and the establishment of the new Department of Homeland Security.

Coming full circle, the last crews from American Classic donated to a 9-11 fund operated by the Fraternal Order of Police and arranged to donate an equal amount to a fund run by the International Association of Fire Fighters.