



The Seafarers Log

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

Congress Examines Dangers Of FOCs To National Security

Panel Hears Worrisome Testimony

SIU Sec.-Treasurer David Heindel addresses the Special Oversight Panel on the Merchant Marine – part of the U.S. House Armed Services Committee – during a June 13 hearing that focused on flags of convenience (FOCs) and how they threaten America's security. Page 3.



Seafarers Crew Up New ATB

Sea Reliance Joins SIU Fleet



Seafarers and SIU officials were among those celebrating the recent christening in New Orleans of the new tug *Sea Reliance* and its accompanying double-hulled barge 550-1. Together, the tug and the 550-1 form an articulated tug-barge (ATB) tank vessel unit that transports clean oil products. Among those at the christening were SIU Pres. Michael Sacco (sixth from left), who was a featured speaker; SIU Sec.-Treasurer David Heindel (fourth from left); SIU VP Contracts Augie Tellez (third from right); and SIU New Orleans Port Agent Steve Judd (second from right). Page 3.



CIVMARS Give Warm Welcome To USNS Arctic



Rear Adm. David Brewer (right), Commander of the U.S. Military Sealift Command, and SIU VP Atlantic Coast Joseph Soresi weren't the only ones smiling June 14 when MSC took operational control of the former U.S. Navy ship *Arctic* in Earle, N.J. The 753-foot vessel signifies many new jobs for members of the union's Government Services Division. Page 4.

SIU Ships Assist 'Enduring Freedom'

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Barge Accident Renews Debate

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Matson Orders Two Vessels

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Ro/Ro To Reflag U.S.



As the *Log* went to press, SIU-contracted American Roll-On Roll-Off Carrier (ARC) was poised to announce the addition of a fifth U.S.-flag RO/RO to its fleet. This involves a foreign-flag vessel that will reflag under the Stars and Stripes as the company begins a new service between the U.S. East and Gulf coasts and the Eastern Mediterranean and Black Sea this November. The reflagged vessel closely will resemble the one pictured here, according to the company. ARC noted that all five of its American-flag RO/ROs "will be fully committed to the U.S. government's readiness program."

President's Report

A Break In the Clouds

Late in the year 2000, many of us stood in a downpour on Capitol Hill warning of the problems raining on our country because of runaway-flag shipping.



Michael Sacco

Last month, the runoff from that protest finally drained into a Congressional hearing room. Because of these actions as well as many more involving the SIU and other maritime unions – and the war on terrorism – the light of publicity is finally shining through the dark clouds that have veiled the ugly truth behind flag-of-convenience shipping.

On June 13, the Merchant Marine Panel of the House Armed Services Committee held a hearing about flags of convenience and the risks they pose to United States national security.

The hearing has generated interest far beyond the Capitol. It has gained attention in many parts of the U.S. and overseas, with news reports appearing almost daily from mid-June when the hearing took place.

U.S. Rep. Duncan Hunter (R-Calif.) did an outstanding job in chairing the hearing. Anyone who supports a strong U.S.-flag fleet – for that matter, anyone who's concerned about national security – should join me in thanking the congressman for his firm, fair and intelligent handling of the proceedings, which took nearly a full day. Credit also goes to U.S. Rep. Gene Taylor (D-Miss.) and the other panel members in attendance for drawing out significant answers from the people who submitted testimony.

U.S. Rep. Frank Wolf (D-Va.), the first to testify, immediately set the tone with his convincing accounts of atrocities committed in Liberia – a nation whose cruel dictator benefits from FOC shipping. Later, SIU Secretary-Treasurer Dave Heindel, on behalf of our union and the International Transport Workers' Federation, provided insightful facts about runaway flags and strong recommendations on how to reduce their threat to America's security. Others who testified also delivered valuable information.

Overall, the hearing potentially served as a vital first step toward consistently revealing true ownership throughout the shipping industry. In the meantime, the SIU and the ITF continue to urge Congress to pass a bill permitting the U.S. Coast Guard to deny entry to any foreign-flag ship that fails to accurately provide the identity of its beneficial owner. Given the constant threats being made against the U.S., it seems that's the very least that must be done.

Coast Guard Strength

Speaking of the Coast Guard, the agency already has taken a lot of important actions to improve security aboard the vessels entering and operating in the U.S. and in the ports themselves. As I've said before, it's a gigantic job and it necessarily will take time to fully implement the safeguards. The Coast Guard's efforts to date are commendable.

When faced with such a large task, you obviously need the right tools. And the agency last month took a giant step in the right direction with the announcement of a milestone contract worth more than \$11 billion for a fleet of new vessels and aircraft, along with improved "command and control" systems. The ships and planes and other high-tech equipment will help the Coast Guard fulfill its homeland security duties.

The contract's value reflects the magnitude of those responsibilities, and the SIU as always – in our role as part of the nation's fourth arm of defense – will do our part to assist the Coast Guard in this most critical mission.

SIU Job Opportunities

Just as our union is committed to helping the United States meet its sealift and security requirements, we never stop working to obtain good shipboard jobs for the membership. On that front, there is plenty of good news, as reported throughout this issue of the LOG.

After a tumultuous period that followed September 11, the Delta Queen boats are under contract. Seafarers are sailing aboard Intrepid's new *Sea Reliance*, and more of those ATBs are on the way. A new TOTE ship is due in October, and construction has begun on a second vessel. Matson has ordered two new vessels under construction at Philadelphia's Kvaerner Shipyard. The Government Services Division is crewing up a former Navy ship for the Military Sealift Command. And American Roll-On Roll-Off Carrier late last month planned to announce the addition of a fifth U.S.-flag RO/RO to its fleet.

Our future is bright. With the continued strong support of the membership, we will never stop working to ensure that it stays that way.

House Passes Port Security Bill; Conference Committee Appointed

The U.S. House of Representatives on June 4 approved legislation that would establish a comprehensive national system to increase security at U.S. ports and waterways.

Passed via voice vote, the Maritime Transportation Antiterrorism Act of 2002 contains provisions on automatic identification systems, transportation security cards (smart cards), and antiterrorism plans.

The legislation is similar to a bill approved last December by the Senate. A House-Senate conference committee has been appointed to work out the differences.

U.S. Rep. Don Young (R-Alaska), chairman of the House Transportation & Infrastructure Committee, introduced the legislation on behalf of the group's bipartisan leadership, including Reps. James Oberstar (D-Minn.), ranking Democrat on the Transportation Committee; Frank LoBiondo (R-N.J.), chairman, Coast Guard & Maritime Transportation Subcommittee; and Corrine Brown (D-Fla.), ranking Democrat, Coast Guard Subcommittee.

"Port security is an essential piece of an effective homeland security program," said Rep. Young. "This bill establishes a comprehensive national anti-terrorism system to reduce the vulnerability of our ports and waterways to a terrorist attack. This is one of the most important pieces of legislation the House considers this year."

"Passage of this bill by the House sends a clear message to everyone that we are taking strong steps to protect America's ports and waterways from terrorism and that Congress is committed to this mission," said Rep. LoBiondo. "I hope that we can see the provisions of this bill become law very soon because of the tremendous importance of the maritime transportation system to our economy and our nation."

Under key sections of the legislation, the Coast Guard will have statutory authority to require that

advance notices of vessels' arrival be electronically submitted at least 96 hours prior to arrival. It will have broad authority to deny entry of a vessel for non-compliance with laws relating to marine safety, security, or environmental protection.

Additionally, transportation security cards would be required for individuals to enter an area of a vessel or facility designated as secure in an applicable antiterrorism plan. The secretary of transportation would be charged with issuing transportation security cards to individuals unless they pose a terrorism security risk. For U.S. citizens, this largely means denial of such a card if the person has been convicted of a felony that could be a terrorism security risk. For non-U.S. citizens, this means persons who would be denied admission to the United States under the Immigration and Nationality Act or otherwise pose a terrorism security risk.

The secretary also would be charged with assessing the antiterrorism measures at major foreign ports with respect to such things as screening of containerized and other cargo, access restrictions, vessel security, certification of compliance with security measures, and security management. For foreign ports found to not maintain effective antiterrorism measures, the secretary would be authorized to prescribe conditions for entry into the U.S. of vessels arriving from the port or carrying cargo originating from or transshipped from that port.

In another port security development, the International Maritime Organization's (IMO) Maritime Safety Committee is continuing its preparatory work for the diplomatic conference on maritime security that is to be conducted at IMO in December.

Among the myriad items on the agenda designed to address maritime security, the most far-reaching is a proposed International Ship and Port Facility Security (ISPS) Code which would be implemented through SOLAS.

Former ATC 'Riding Gang' Workers Upgrade to AB

Five mariners from Anchorage, Alaska who started their shipboard careers as "riding gang" workers aboard Alaska Tanker Company (ATC) vessels have earned their respective endorsements as ABs.

Seafarers Jerry Maya, Allan Oyao, Fernando Oyao, Deocadio Romney and Rafael Concepcion recently completed the AB course at the Paul Hall Center for Maritime Training and Education. They were congratulated May 31 as the company hosted a luncheon in Anchorage that also was attended by U.S. Rep. Don Young (R-Alaska) and representatives of the Alaska Department of Labor and the SIU.

Harold Holten, a Seafarers representative based in An-

chorage, noted that Rep. Young "has been very active with the riding crews and with the unlicensed apprentice program based at Piney Point. He also was instrumental in getting an SIU office opened in Anchorage."

Bill Cole, ATC's director of labor relations, noted that the riding gangs in part signify "a nearly five-year-old effort to train Alaskans for employment aboard U.S. commercial vessels. We are delighted to have Alaskans as seagoing employees of ATC and are proud to further Congressman Young's vision of expanding local hire opportunities for Alaskans aboard U.S.-flag vessels. This is a true public/private/labor partnership that continues to achieve and surpass its

goals of providing quality maritime jobs for Alaskans."

Created to satisfy the need for ongoing maintenance at sea, a riding gang provides routine upkeep and repairs of vessels to reduce time in dry dock.

At the Paul Hall Center, the aforementioned mariners passed U.S. Coast Guard exams in lifeboat and water survival safety, marine fire fighting, first aid, oil spill response and other key subjects.

Holten added, "We are particularly pleased with the cooperation received from the Coast Guard and the Alaska State Department of Labor in assuring these folks had the opportunity to pursue their training and career goals."

Awards Presented To ATC Vessel, Other SIU Ships

Alaska Tanker Company's *BT Alaska* was one of several SIU-crewed vessels honored last month by the Chamber of Shipping of America.

The chamber presented its annual ship safety achievement awards June 6 in New Orleans. Awards are given for "outstanding feats of safety," such as rescues and long-term operations without any injuries.

The *BT Alaska* has gone almost three years without a single lost-time injury.

Also honored were (among others) the *Consumer* of CSX Lines, the tug *Liberty/Maritrans 300* of Maritrans Operating Partners, the *Performance* of U.S. Ship Management, and the *Chesapeake City* of Keystone Shipping Co.



Alaska Tanker Company (ATC) recognized five former riding-gang members who upgraded to ABs. Pictured at the May 31 luncheon in Anchorage, Alaska are (from left) ABs Jerry Maya and Fernando Oyao, U.S. Rep. Don Young (R-Alaska), ABs Deocadio Romney and Allan Oyao, SIU Rep Harold Holten and ATC Labor Relations Director Bill Cole. (Not pictured is AB Rafael Concepcion.)

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Congress Weighs FOC Threat

The Special Oversight Panel on the Merchant Marine — part of the U.S. House Armed Services Committee — conducted a hearing June 13 that focused on flags of convenience (FOCs) and how they threaten America's security.

The panel also received detailed, disturbing evidence that the Liberian ship registry, which is based in Virginia, has funneled money for the illegal purchase and/or transportation of arms, among other violations of United Nations sanctions.

U.S. Rep. Duncan Hunter (R-Calif.) chaired the five-hour session, which drew a standing-room crowd for much of the proceedings. Testifying were (in order) U.S. Rep. Frank Wolf (R-Va.); U.S. Coast Guard Rear Adm. Paul Pluta; U.S. Maritime Administrator Capt.



SIU Sec.-Treasurer David Heindel (left) tells the Merchant Marine Panel of the House Armed Services Committee that America should "refuse entry to U.S. ports to any foreign-flag vessel that does not provide transparency and/or full identity of the vessel's beneficial owner." The hearing took place June 13 in Washington, D.C.

William Schubert; David Heindel, SIU secretary-treasurer and second vice chairman of the International Transport Workers' Federation's (ITF's) Seafarers' Section; Peter Morris, chairman, International Commission on Shipping; Alex

Vines, former member of the U.N. panel of experts on Liberia, representing the New York-based Human Rights Watch; and the head of the Liberian registry, Yoram Cohen.

As the hearing began, Hunter



U.S. Rep. Duncan Hunter (R-Calif.) said of certain FOC registries, "It is apparent that we have virtually no idea who owns or controls a number of these ships."

stated, "From my view of certain registries, it is apparent that we have virtually no idea who owns, or who controls a number of these ships. It is also clear to me that we likewise lack a clear understanding of who is manning these ves-

sels — or even whether the documents they hold are valid — or even whether they have the required training."

Although the inquiry mainly examined FOCs and their implications on U.S. national security, Hunter and Rep. Gene Taylor (D-Miss.) spent nearly 90 minutes conducting a question-and-answer session with Rear Adm. Pluta and Capt. Schubert. Some of the questions pertained to FOCs, but many others concerned present-day efforts by the Coast Guard to ensure — to the extent possible — security in American ports.

Earlier, Rep. Wolf (R-Va.) gave a compelling presentation that spotlighted Charles Taylor and the atrocities committed in Liberia. Poster-size photos of Liberian children and adults with hacked-off limbs (part of that nation's reign of terror) were posted before the panel. Wolf urged the U.S. to do whatever is necessary to cause Taylor to lose his control of Liberia. He noted that Taylor's relationship with international arms dealers and terrorist networks threatens the U.S.

The last panel consisted of Heindel, Morris, Vines and Cohen. Heindel urged Congress "on a unilateral basis to enact legislation authorizing the U.S. Coast Guard to refuse entry to U.S. ports to any foreign-flag vessel that does not provide transparency and/or full identity of the vessel's beneficial owner."

Morris covered many topics including port state control, mariner certification and shipboard living conditions. He urged the U.S. to push for "complete transparency, complete account-

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Seafarers Welcome New Tug and Barge

SIU members are sailing aboard the new tug *Sea Reliance* and its accompanying double-hulled barge *550-1*, operated by Intrepid Ship Management.

Together, the *Sea Reliance* and the *550-1* form an articulated tug-barge (ATB) tank vessel unit that transports clean oil products. The hinged connection system between the units "allows movement in one axis or plane in the critical area of fore and aft pitch," Intrepid noted.

SIU President Michael Sacco was a featured speaker during the ATB's christening April 25 in New Orleans. "The tug *Sea Reliance* and the barge that goes with it both represent exactly the kind of progress we work for. Today we celebrate an all-American ATB—built in an American yard, crewed by American mariners, and owned by Americans," he stated.

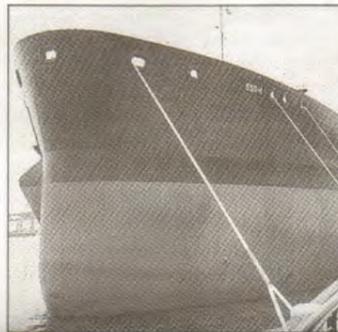
"This is another important step in strengthening all phases of the merchant marine," Sacco continued. "In order to best serve the

national and economic security interests of the United States, our country deserves nothing less than a strong, viable U.S. fleet. That goes for all segments of the industry—from the deep sea and coast-wise trades, to the inland and Great Lakes fleets, to the passenger ships and of course our shipyards. All of those components are vital, especially in these uncertain times. That's why we never should take a ceremony like this one for granted."

The 9,280-horsepower tug is 127 feet long and 42 feet wide. Built at Halter Marine's Moss Point (Miss.) yard, the *Sea Reliance* meets all Safety of Life at Sea (SOLAS) and American Bureau of Shipping criteria. It has a foam-capable fire monitor; twin fuel efficient, reduced emission electronic diesel engines; a noise reduction package and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry.

The barge, which has a capacity of 155,000 barrels, is 500 feet long and 74 feet wide. It was constructed at Halter's Bienville yard in Pearlington, Miss. The *550-1* features an enhanced cargo system and a fully redundant ballast system, among other safety attributes.

Tony Naccarato, for Intrepid, described the ATB as "completely state-of-the-art. This is an excellent addition and we look forward to many years of safe operations."



SIU Pres. Michael Sacco (left photo) describes the *Sea Reliance* and the barge *550-1* (above) as "an all-American ATB—built in an American yard, crewed by American mariners, and owned by Americans."



One of the new 712-foot Matson containerships is shown in this artist's rendition. The first vessel is scheduled for delivery to Matson in late 2003. The second is scheduled for 2004.

Matson Orders 2 Containerships from Kvaerner

Seafarers-contracted Matson Navigation Company on May 29 signed a contract with Kvaerner Philadelphia Shipyard Inc. for the purchase of two new containerships. The diesel-powered vessels, with a capacity for 2,600 containers (20-foot equivalent units) each, will cost approximately \$110 million per ship and will be deployed in the company's Hawaii service when construction is completed in late 2003 and in 2004, respectively.

"This is an important commitment for all concerned, and I'm confident the unions of the SIUNA will continue living up to our end of the bargain by providing top-quality manpower for these new vessels," stated SIU Vice President Contracts Augie Tellez.

He added, "The construction of new vessels such as those ordered by Matson is a boon to America's national security, because it helps ensure the availability of U.S. crews and it also helps maintain our domestic shipbuilding capability."

Matson President and CEO C. Bradley Mulholland said the new vessels "are similar in size and speed to Matson's flagship *MV R. J. Pfeiffer*, the fastest and biggest containership currently operating in the U.S. domestic offshore trades. They will be

equipped with a number of features specifically designed to meet Hawaii's current and projected market requirements, particularly bigger container sizes for both refrigerated and dry containers."

In announcing the contract, Matson described the project as "part of an overall plan by Aker Kvaerner Yards, the Philadelphia Shipyard Development Corporation, the Delaware River Port Authority, the Commonwealth of Pennsylvania, and the City of Philadelphia to rebuild the former Philadelphia Naval Yard as a world class commercial shipyard."

The president of CEO of the Philadelphia yard, Ron McAlear, stated, "We are pleased to be working with Matson Navigation on its fleet renewal program and we are proud to have the historic name of Matson on the side of the first ships built at Kvaerner Philadelphia Shipyard. This contract confirms Matson's confidence in Kvaerner's ability to build high quality ships."

"The Kvaerner Philadelphia Shipyard was built to provide U.S. shipowners with robust ships at realistic prices for the dedicated trades of the U.S. Jones Act," he continued.

Matson is a wholly owned subsidiary of Alexander & Baldwin, Inc. of Honolulu.

Keel Laid for Second TOTE Ship



San Diego's NASSCO Shipyard on June 6 hosted a keel-laying ceremony for the *North Star*, the second of two Orca-class roll-on/roll-off vessels being built for SIU-contracted Totem Ocean Trailer Express (TOTE). The new ships will be 839 feet long, have a beam of 118 feet and carry 600 cargo trailers along with 200 autos. They're being built for TOTE's Tacoma-to-Anchorage service. The first ship, the *Midnight Sun*, is scheduled for delivery this fall. The *North Star* (depicted in the illustration above) is due in spring 2003.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Monday, August 19, 2002 for the observance of Paul Hall's birthday (unless an emergency arises). Normal business hours will resume the following workday.

Government Services Division Welcomes USNS Arctic

Mariners who work in the union's Government Services Division are in line for increased employment opportunities, thanks to the recent transfer of a fast combat ship to the operational control of the U.S. Military Sealift Command (MSC).

The *USS Arctic* on June 14 went from a military-crewed combatant ship to a civilian-crewed, noncombatant vessel during a ceremony in Earle, N.J. In addition to the transfer, the vessel was renamed *USNS Arctic* to designate her new status as part of the MSC. She will join more than 30 other civilian-crewed MSC ships that provide at-sea logistic support to the Navy fleet.

Arctic now will be crewed by 176 civilian mariners and be piloted by a civilian master. Rounding out the crew will be some 60 Navy sailors—about half of who

will perform communications support and supply coordination functions. The remaining sailors will be aboard the vessel to support helicopter operations.

"Today marks a change of operators for *USS Arctic*, but not a change of mission," said MSC Commander Rear Adm. David L.

Brewer during remarks at the ceremony. "Military Sealift Command combat logistics ships continue to allow the U.S. Navy to arrive on station and remain as long as needed."

In addition to Brewer, Rear Adm. Lindell G. Rutherford, commander, Carrier Group Four, attended the ceremony. Both the

outgoing commanding officer of *Arctic*, Navy Capt. Garry R. White, and its incoming civilian master, Capt. Ed Nanartowich, also participated in the ceremony, which was attended by numerous Seafarers and officials from the union.

Arctic is the second fast combat support ship to transfer from USS to USNS status. *Supply* was the first to make the change, in July 2001. This class of ship provides fuel, ammunition and food to vessels under way.



Members of the union's Government Services Division are crewing the *USNS Arctic* for the U.S. Military Sealift Command.

Coast Guard Launches Multi-Billion Dollar Plan For New Fleet of Ships, Aircraft and More

U. S. Deputy Secretary of Transportation Michael P. Jackson, joined by U. S. Coast Guard Commandant Thomas H. Collins, announced June 25 the award of a landmark contract valued at \$11.04 billion for a fleet of new ships and aircraft, plus improved command and control systems, to meet the service's homeland security and other mission needs.

In addition, the contract includes \$5.91 billion for operating, maintenance, and sustainment costs for a value of \$16.95 billion.

The contract was awarded to Integrated Coast Guard Systems (ICGS), a joint venture established

by Lockheed Martin and Northrop Grumman.

Known as the Deepwater Program, the ICGS award is the largest ever for the U. S. Coast Guard. It calls for the delivery of the first ships and planes — and upgrades to some existing vessels — within the next five years.

The contract may extend up to 30 years. Deepwater will involve the acquisition of up to 91 ships, 35 fixed-wing aircraft, 34 helicopters, 76 unmanned surveillance aircraft, and upgrade of 49 existing cutters and 93 helicopters, in addition to systems for communications, surveillance and command and control.

New Pact for Twin Rivers Boatmen

SIU boatmen employed by Pittsburgh-area Twin Rivers Towing have approved a new five-year contract. The agreement took effect April 1 and lasts through May 2007.

The pact calls for increased wages, improved medical benefits and some work-rule changes which the members had sought. The most significant change is one that facilitates advancement for the SIU boatmen.

Also, for the first time, Twin Rivers has signed on with the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md.

The union represents approximately 50 deckhands and cooks who work aboard Twin Rivers towboats and barges. The company, based in Elizabeth, Pa., hauls coal along the Allegheny, Monongahela and Ohio rivers.

Representing the union on the negotiating committee were Deckhands **Jerry Switch** and **Brian Glover**, Cook **Marta Vance** and SIU VP Atlantic Coast Joseph



The SIU contingent for contract negotiations at Twin Rivers Towing consisted of (from left) VP Atlantic Coast Joseph Soresi, Cook Marta Vance, Deckhand Jerry Switch and Deckhand Brian Glover.

Soresi. Bargaining took place in March at the company's office in Elizabeth; voting occurred at the Twin Rivers pier in Elizabeth on May 25. The final tally was 37-11

in favor of the contract.

Twin Rivers Labor Relations Manager Tony Mayer and General Manager Dean Orr negotiated for the company.

Notice

Unlicensed Apprentice Program

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

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

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

CIVMAR News

Habitability Agreement For USNS Arctic

Similar to USNS Supply

Prior to the CIVMAR crewing of the *USS Arctic* (now *USNS Arctic*), the union's Government Services Division negotiated a memorandum of understanding (MOU) with the Military Sealift Command (MSC) addressing habitability standards aboard the ship.

The MOU is similar in many aspects to the agreement reached last year for the *USNS Supply*. All terms and conditions of the current collective bargaining agreement will remain in effect and MSC agrees to make every effort to address full habitability improvements within a reasonable timeframe. Until full habitability modifications are made aboard the *USNS Arctic* (which comply with prevailing maritime practices), MSC will pay habitability allowance at the rate of \$30 to those mariners housed in the open berthing sections of the ship.

The MOU provides that MSC take additional interim measures to ensure adequate living conditions aboard this vessel at all times. In addition, successful completion of a four-month tour will give an eligible CIVMAR the opportunity to request a preferential next-ship assignment.

The union will continue to

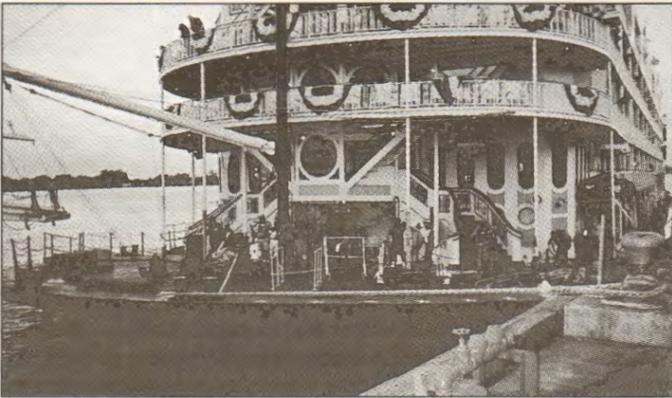
closely monitor the habitability conditions aboard the AOE-class vessels. In accordance with the agreement, we will ask the agency to meet at the end of every six-month period from the date of the transfer of the ship to MSC operation for the purpose of discussing ongoing habitability concerns.

MSC, NOAA Members To Get July 1 Increase

Federal mariners working for the Military Sealift Command (MSC) and the National Oceanic & Atmospheric Administration (NOAA) will receive the FY2002 federal pay increase of 4.8 percent applicable to base pay, overtime and penalty rates.

In some cases, for certain ratings or types of ships, the increase will be capped at 4 percent. This is due to limitations imposed by 5 USC 5348. That section of the law provides that "the pay of officers and crews of vessels shall be fixed and adjusted from time to time as nearly as is consistent with the public interest in accordance with prevailing rates and practices in the maritime industry." The agencies have notified the union that it is expected that the increases will be reflected in the July 1 payroll period, thereby avoiding long retroactive situations which have occurred in the past.

Delta Queen Fleet Under Contract



A contract is in place between the SIU and the new owners of the Delta Queen fleet, Delaware North Companies Inc. The agreement adds five years to the existing contract that was set to expire in 2003. It includes wage and benefit gains. The pact applies to the river cruise boats *Delta Queen*, *Mississippi Queen* (shown in two recent photos above) and *American Queen*. Delaware North purchased the well-known vessels May 4 at auction.

Ed Pulver, Veteran SIU Official And Humanitarian, Dies at 78

The SIU on May 26 lost one of its icons, as Edward B. Pulver passed away at Memorial Sloan-Kettering Cancer Center in New York City, reportedly due to heart failure. He was 78.

Pulver's association with the union dates back more than 50 years. He was a vice president of the Seafarers International Union of North America since 1990, and he also headed the SIU's office in Jersey City, N.J.

His activities were wide-ranging and repeatedly philanthropic. Pulver was the president and a founding member of the Hudson County (N.J.) Central Labor Council, and served on the state AFL-CIO executive board. He was extremely active in local charities and served for 16 years as president of the Hudson County Society for the Prevention of Cruelty to Animals. He was a delegate to several Democratic national conventions, and he championed the local Filipino and Hispanic communities (though he wasn't of Filipino or Hispanic descent).

Pulver, a native of Jersey City who lived in Bayonne, N.J. for the past 35 years, began sailing in the 1940s on railroad tugs in the New York/New Jersey harbor. He became active in the SIU when the fleet he helped organize elected to affiliate with the organization's Inland Boatman's Union.

"He was one of the greatest leaders this organization ever

had," stated SIU President Michael Sacco. "He had so much compassion for people. He went out of his way and devoted his time to helping them achieve the American dream."

"We've lost a great friend. People loved him," said Willie Zenga, retired vice president of the AFL-CIO Maritime Trades Department. "We go back better than 50 years together. He was one of the well-liked and very exceptional people."

A New Jersey newspaper described Pulver, who had been hospitalized for about two weeks prior to his death, as "a towering figure in labor circles."

A number of Pulver's friends said that he never recovered from the trauma of losing a close acquaintance on September 11, though he continued his work. Pulver's friend Ana Centeno worked as an accountant at the World Trade Center and died in the terrorist attacks.

'Loved the SIU'

SIU Executive Vice President John Fay said Pulver was "a strong union guy, and he was devoted to the SIU. He loved the SIU. He tried to help everybody, and I never heard anyone say anything unkind about him."

Bosun Tom Soresi has been a Seafarer for 41 years, and he knew Pulver nearly that long. "He was always a powerful influence on the politics and labor

organizations throughout New Jersey," Soresi recalled. "He was a pleasure to work with and he never refused helping anyone."

Soresi added that Pulver "helped get NY Waterway off the ground." The SIU-contracted company, founded in 1986, boasts the largest ferry and excursion fleet in New York Harbor.

SIU Vice President Contracts Augie Tellez first worked with Pulver on the Hudson County Central Labor



This undated photo, believed to be from the early 1960s, shows Pulver during his days as an official with the union's railroad marine division.

Council and the New Jersey state AFL-CIO, when Tellez was a vice president of that organization. "I saw him in action, and I saw the respect and credibility that the labor movement got because of him," Tellez observed.

SIU Vice President Atlantic Coast Joseph Soresi worked with Pulver on matters pertaining to NY Waterway. "He was very well-respected, politically and within the labor movement," Soresi said. "I knew him more on the political circuit and personally than through the SIU. He was the greatest guy in the world and would do anything for you. Anybody who's been knighted, as Ed was, obviously has a lot going for him."

SIU Headquarters Representative Carl Peth said Pulver's "way with people is what stands out. He cared about people and was able to talk to anybody on their level. As they used to say about (the late SIU President) Paul Hall, he could talk to the senator or the seaman."

Pulver was a U.S. Army veteran who served in Germany during World War II. He raised money for Memorial Sloan-Kettering and for children fighting cancer, as well as for local scholarship funds and other charitable causes.

While he appropriately was known for his compassion and energy, Pulver also had an unusual trademark of sorts. "He would never wear a tie," recalled Zenga. "He'd come out wearing a tuxedo but no tie."

One of the very rare exceptions took place earlier this year in New Jersey, when Pulver introduced Sacco as an honoree at an event benefiting a local chapter of the Catholic Youth Organization.

Pulver is survived by five daughters, two brothers, 10 grandchildren and seven great-grandchildren.

Unions Approve Strategy To Fund Political Action

The AFL-CIO's general board has approved a proposal to finance future political efforts by increasing the amount of money paid to the federation by its member unions.

Under the plan, approved May 22 in New York during meetings of the federation's executive council, costs incurred for union member education, voter registration and mobilization around legislative and political issues all would be funded via an assessment paid by each union, based on its membership count, through 2005. The additional amount due will be four cents per month per member; it is up to each union to determine how it will cover the obligation.

The assessments, scheduled to become effective this month, would generate more than \$6 million per year based on the federation's membership of 13 million. In excess of \$25 million would be generated over the life of the proposal.

"What this money does essentially is allow working families to compete in a political process that they would otherwise be completely shut out of," explained Steve Rosenthal, AFL-CIO political director. "There is no other voice for workers in the legislative and political process."

Over the last six years, the unions of the AFL-CIO have built an issues-based member mobilization program that is unparalleled in our nation, federation sources say. Members and their families have been educated and mobilized around the everyday issues that matter the most to them. Millions of union workers have been registered, thousands of union members have been elected to political office, and the overall vote of union household members has increased from 19 percent in 1992 to 26 percent in 2000—an upsurge of nearly 5 million voters.

Federation sources point out that the foregoing gains have been

achieved despite a growing cash gap between corporate and worker political contributions. In 1992, for example, big business outspent unions 9 to 1. By 2000, business political spending outpaced unions 15-1.

In essence, this means that in a political arena where the playing field increasingly is being tilted toward big business and the very rich, working families have to work harder and smarter just to be heard.

"The legislative process must not be a one-sided affair, with corporate interests calling all the shots," said AFL-CIO President John Sweeney in the aftermath of the general board's action. "This commitment by today's unions guarantees that working families will have a voice in politics."

Houston Barge Co. Pleads Guilty To Pollution

The U.S. Environmental Protection Agency (EPA) recently reported that Western Towing Co. of Houston pleaded guilty on May 16 to violating the Clean Water Act.

According to the EPA, Western Towing (a subsidiary of Kirby Corporation) used river water to pressure-wash the cargo compartments of barges used to transport steel products, grain, gravel, sand, fertilizer and gypsum. The company had authorization to discharge treated wastewater into the San Jacinto River—but it didn't perform the treatments.

The EPA noted that "discharging untreated barge-cleaning wastewater into surface waters can harm fish and aquatic life and can make river waters unsuitable for recreational and drinking water usage."

Western Towing faces a fine of up to \$500,000.

Not Quite Sealed With A Kiss, But 44-Day Hershey Strike Ends

Union members at two Hershey Foods Corp. plants in Pennsylvania last month overwhelmingly approved a new four-year contract, ending a 44-day work stoppage that largely centered on the costs of health insurance and prescription drugs.

The 2,700 employees—all members of Chocolate Workers Local 464, part of the Bakery, Confectionery, Tobacco Workers and Grain Millers Union (BCTGM)—voted by a 9-to-1 ratio in favor of the contract. The pact calls for workers to receive a \$525 bonus and yearly pay raises of 46 cents an hour in the first year, 2.7 percent in the second year, 38 cents in year three, and 2.9 percent in year four.

In exchange for keeping their insurance co-payments at 6 percent—rather than doubling them, as the company had wanted—the workers accepted lesser raises. Reportedly, they will receive (on average) \$1.88 per hour in raises through four years, compared to \$2.07 they would have gotten by accepting the costlier insurance payments. Currently, the average wage at the plant is approximately \$18 an hour.

The union also won the inclusion of more workers in the company-financed retiree health plan, and kept employee co-payments for generic drugs at zero.

BCTGM International Vice President Bob Oakley, the union's lead negotiator, praised the members for their solidarity and also stated that they reached their goals. "We believe we accomplished what the people's marching orders were," he said.

Union members started returning to work almost immediately after the contract ratification. Plans called for all of the workers to be back on the job by late last month.

The strike was the first at Hershey Foods since 1980 and was the longest stoppage in the company's 108-year history.

The two plants in Hershey, Pa., a town named for business pioneer and philanthropist Milton S. Hershey, account for slightly more than one-fourth of the company's candy production. Hershey brands include Hershey's Kisses chocolates, Almond Joy and Mounds candy bars, Jolly Rancher candy, Reese's peanut butter cups, York peppermint patties and many others.



In 1982, Pulver (right) is congratulated by Charles Marciante, president of the New Jersey state AFL-CIO, for receiving the Jewish National Fund's top award.



Above: Pulver (left) attended a recent ceremony in New York for the christening of new passenger ferries for the SIU-contracted NY Waterway fleet. With him are (from left) SIU President Michael Sacco; Joseph Soresi, vice president Atlantic Coast; and Don Nolan, vice president Paul Hall Center.

Right: At a rally in Jersey City in late 1999, Pulver (second from left) demonstrated with Seafarers and other trade unionists.



Deadly Barge Crash Renews Concerns

A marine accident in late May involving a non-union barge and a bridge—which left 14 people dead in Webbers Falls, Okla.—has refueled the debate regarding inland mariner fatigue and, to a lesser extent, documentation and the lack of it among mariners employed aboard inland tugs and tows.

The barge (actually two barges joined together), being pushed by towboat pilot William Joe Dedmon, veered off course during the early morning hours of May 27. It struck a pier supporting the Interstate 40 Bridge on the Arkansas River, causing a 500-foot section of the structure to collapse. Several vehicles plunged into the water and took 14 people to their deaths.

Each year, more than 1,000 casualties occur in the inland tug and barge industry, many of them caused by human error. Dedmon apparently blacked out during the incident, according to news reports, causing the barge to drift outside the navigation channels and hit the bridge. A National Transportation Safety Board (NTSB) investigation found that Dedmon had not slept sufficiently in the two days prior to the collision. Other medical tests revealed that the pilot suffered from heart problems.

Mariner fatigue is a key issue confronting the inland industry. Another is documentation. While

all American mariners employed in the deep-sea trades are required to be documented by the Coast Guard, many of the 30,000 people employed aboard inland tugs and barges are not.

About 10 years ago, the SIU unveiled a study which showed that 58 percent of all marine accidents in the tug and barge industry are caused by human factors—inadequate crewing levels, substandard skills, poor training opportunities, fatigue and drug or alcohol use. A similar picture was painted later in the decade when the International Maritime Organization focused on the entire international maritime industry. The Coast Guard increased the 58 percent figure to the 85 percent mark in the wake of the Oklahoma incident.

Contrasting conditions faced by mariners in the tug and barge industry with those encountered by the deep-sea U.S. Merchant Marine, the SIU found “civilian mariners with Coast Guard documents are less susceptible to injury and death than men and women working aboard tugs and tows who don’t meet such standards.”

The issues raised by the Oklahoma incident are significant from many perspectives—marine and personal safety, environmental protection and national security. The U.S. has more than 25,000 miles of navigable waterways.

Latest Technology Appears Promising For Cargo Security

Groundbreaking technology to better secure cargo containers entering ports and border crossings throughout the United States successfully has been tested, according to the U.S. Department of Transportation (DOT).

Conducted under the auspices of the DOT’s Intelligent Transportation Systems (ITS) program, the experiment involved the use of electronic seals (E-Seals), a radio frequency device that transmits shipment information as it passes reader devices and indicates if a container has been compromised.

The E-Seal project is designed to track commercial inbound container shipments from their point of inspection at seaports, along trade corridors, to their point of clearance at U.S. land border crossings, a DOT new release said. Electronic door seals will enable regulatory agencies to determine whether a container has been tampered with at checkpoints and border crossings.

Further, the technology can streamline border clearance activities and commercial vehicle enforcement and offer potential benefits to freight carriers including greater accuracy in manifest information, reduced paperwork, improved port and Customs clearances, and opportunities for shipment tracking.

“This new technology will help to enhance the security of our nation’s transportation system by enabling us to track cargo

shipments into the United States,” DOT Secretary Norman Mineta said June 4 in announcing the successful results of the trials. “E-Seals are just one part of our department’s security-focused program that applies both technology and human capital to safeguard America’s transportation system.”

The secretary said the test represents his department’s ongoing commitment to make certain that suitable security safeguards can be implemented for the transportation of people and goods, and especially for shipping containers during domestic and international movements.

The E-Seals trial involved cargo containers loaded with inbound shipments of auto parts to a Canadian assembly plant. The E-Seals were affixed by Westwood Shipping to containers in Nagano, Japan, shipped through the port of Seattle, and cleared by U.S. and Canadian Customs at the international border crossing in Blaine, Wash.

Among agencies and firms participating in the E-Seal project were the Customs Service, the Washington State Department of Transportation, the Washington State Trucking Association, and the ports of Seattle and Tacoma. In addition to Westwood Shipping, Seafarers-contracted Maersk-Sealand and American President Lines also participated in the operational test.



AP Photo/The Daily Oklahoman, Nate Billings

A 500-foot section of collapsed roadway, from the Interstate 40 Bridge near Webbers Falls, Okla. rests on one of the two barges that crashed into the structure May 27.

Union Mourns Passing of Robert Jordan

Longtime Mobile, Ala. port official Robert Jordan passed away May 23 while an inpatient at Providence Hospital in Mobile. He was 81 years old.

Brother Jordan joined the Seafarers as a charter member in 1938 in his native Mobile. His book number was J0001.

A member of the engine department, Brother Jordan sailed in the deep sea division. While at sea, he worked as a fireman, oiler and watertender. Among the vessels on which he sailed early in his SIU career were the *S.S. Lebere, Alcoa Cadet, Alcoa Master*, and the *Hastings*.

“I first met him in 1981 when I started working here,” said SIU Mobile Port Agent Ed Kelly. “I can honestly say that he was one of the good guys here when I came aboard. Robert and my father sailed together back in the old days and I understand that he was quite a mariner.”

“I never heard anything said negative about him as a patrolman,” Kelly continued. “All of the retirees that I have dealt with here at the hall held him in the highest esteem, I’m sure all the



Brother Robert Jordan
April 18, 1921 – May 23, 2002

retirees and the union as a whole will miss him a great deal.”

Pensioner **Hubert Cain** recalled the efficient manner in which Jordan went about his everyday business as a Seafarer. “He was an old-timer here,” Cain, a Mobile resident, shared. “He worked with all the SIU’s former presidents and knew them quite well. Robert was a real tough guy in a lot of ways, but you had to be that way back in the old days to deal with the seamen. Not many of them gave him any trouble.”

Cain added, “On the flip side,

he was a real fair person, strictly SIU all the way. He’d go down to the ships and take care of everything the members needed. As far as I’m concerned, he was a great man for the SIU and I’ll miss him a great deal.”

Tobe Dansley, another SIU retiree who frequents the Mobile hall, had similar memories of Jordan. “I first met him around 1959 and as I recall, he already was a patrolman. Robert was a man who would go to bat for you, especially if you had a beef. You could always count on him to come down to the ships and fight for you, to get your overtime if you had any coming, as well as take care of any other problems you had.”

“All of us around the hall here will miss him,” Dansley concluded. “He was a fine, dedicated SIU man who always looked out for the members.”

Brother Jordan was buried May 25 at Mobile’s Pine Crest Cemetery. He is survived by his wife, Mary of Mobile, Ala., and seven children. Brother Jordan had 26 grandchildren and five great-grandchildren.

DOT Plans New Ballast Water Regulations

Vessels that operate in U.S. waters by the year 2004, in all probability, will face mandatory ballast water management regulations.

A recent U.S. Coast Guard report to Congress by Secretary of Transportation Norman Mineta concluded that existing ballast water management guidelines—which are voluntary—aren’t as effective as they should be. Because of this inadequacy, the U.S. Department of Transportation, acting through the Coast Guard, plans to implement mandatory regulations by 2004, if not earlier.

Published reports say the transportation secretary estimates that a proposed rulemaking for the transition from the current laissez-faire system to a compulsory program will be issued in late 2003, with the final completed package in place by the summer of 2004. The government’s decision to implement a nationwide mandatory program greatly was influenced by the alarmingly low level of compliance to reporting requirements by vessel operators under the existing system. By language contained in the National Invasive Species Act of 1996, Mineta is required to submit a report to Congress that evaluates compliance with the voluntary guidelines that exist to prevent the introduction and spread of non-indigenous species in U.S. waters through ballast water operations. The transportation secretary’s review of all pertinent data led him to conclude that the consistently low rate of vessel reporting makes it unfeasible to access compliance under voluntary guidelines.

The move toward mandatory regulations enjoys broad-based support from a number of maritime agencies including the Transportation Institute, which in late May filed comments with the House

Subcommittee on Coast Guard and Maritime Transportation and Water Resources and the Environment. In short, the remarks reiterated the institute’s position that the United States must develop a mandatory national ballast water management program. Such a program, it was pointed out, should integrate specific ballast water practices, including exchange as well as alternative technologies after they have been tested aboard ship and ultimately approved by the Coast Guard.

The institute also urged that the national ballast water management program prohibit individual state initiatives that could impose negative influences on marine transportation and hinder the free movement of waterborne commerce.

According to Mineta’s report, the Coast Guard initially will develop regulations requiring all vessels equipped with ballast tanks entering U.S. waters from beyond the Exclusive Economic Zone (EEZ), or vessels engaged in the U.S. domestic trades, to perform appropriate record keeping and reporting. The agency also will issue regulations requiring vessels equipped with ballast tanks that enter U.S. waters after operating beyond the EEZ to conduct active ballast water management.

Among other steps, the Coast Guard also will enforce sanctions established in the National Invasive Species Act for failing to comply with the program’s requirements, and continue efforts to establish a quantitative ballast water treatment performance standard; protocols for testing, verifying and reporting on ballast water treatment technologies; and a program to facilitate experimental shipboard installation and operation of promising ballast water treatment technologies.

Alaska Student Chris Eubanks Gets Paul Hall Center Grant

SEA Link, Inc. recently announced that Ketchikan (Alaska) High School senior Chris Eubanks has been selected as the first recipient of The William A. Lund Memorial Scholarship to the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

"The \$5,000 scholarship will cover travel costs and other personal expenses related to Chris' admission to this nationally recognized maritime training program that provides youth with the skills needed to work aboard U.S.-flag merchant vessels and guarantees each successful graduate a job in the private sector merchant marine," the company noted.

Only individuals who qualify for Workforce Investment Act grants currently receive financial aid toward training at the Paul Hall Center. Though Eubanks is not eligible for state funds, The William A. Lund Memorial Scholarship will enable him to attend.

"We work with a lot of kids, some of whom don't qualify for the WIA funding, and it is hard to turn them away," stated Ralph Mirsky, SEA Link executive director. "We are extremely grateful and delighted to be able to offer this opportunity."

Eunice Severson of Ketchikan created the scholarship in memory of her son, William Lund, a merchant mariner. The William A. Lund Memorial Scholarship will be awarded annually with SEA Link, Inc.-affiliated youth as the beneficiaries. Scholarships will be awarded only to students from the Ketchikan, Alaska area.

Chris Eubanks, son of Bob and Lori Eubanks of Ward Cove, Ketchikan, maintained a 3.5 grade point average and played baseball for Ketchikan High School. "I almost passed up this opportunity because I knew I could not pay for the school," Chris said. He is expected to begin his studies this September.

SEA Link, Inc., in partnership with the Seafarers International Union, utilizes state grant funds to recruit qualified individuals for training at the Paul Hall Center. The state grant to SEA Link, Inc. helps cover the cost of transportation to the Maryland facility, clothing, and pre-entry medical screening. There is no tuition, and additional program costs are funded by U.S.-flag shipping companies.

Upon arrival at the training facility, Chris will undergo 12 weeks of seamanship training, 90 days of hands-on training aboard a U.S.-flag merchant marine vessel, and five additional weeks of classroom and hands-on learning. After completing his training, Chris is guaranteed assignment aboard a U.S.-flag vessel.

Innovator Rescues Family Adrift on Disabled Boat

The SIU-crewed *Innovator* on May 20 came to the aid of a recreational boater, his wife and daughter and their pet on the high seas.

Life's Dream, a privately owned sailboat, departed Honolulu May 3 for the West Coast. Initially, the vessel was destined for San Diego. Several days into the voyage, though, Harvey Owen (the boat's owner) changed course and headed to San Francisco.

On May 17, the boat met with misfortune and consequently was left with a broken rudder and fouled propeller. *Life's Dream* was seriously distressed and adrift in a position 38 degrees north and 134 degrees west. The vessel remained in this condition for three days.

Meanwhile, Owen sent out a call for help and did what he could to keep the other occupants in his boat calm. Those inhabitants included his wife, Krista Steele; their 11-year-old daughter, Fantasia; and a kitten.

Four hours after being informed of *Life's Dream's* dilemma, the *Innovator* arrived and quickly conducted safe, efficient rescue operations.

Thanks to the superb efforts of the crew aboard the USSM vessel, all souls were secured.

SIU members aboard the *Innovator* during the rescue were: Bosun **Steve Kastel**, ABs Maintenance **Gheorge Savencu** and **Ed Lusk**, Watch ABs **James Morgan**, **Incencio Roxas** and **Joe Salcido** (who was at *Innovator's* helm as she approached the distressed vessel), Electrician **Chris Earhart**, QMED **Charles Kirksey**, DEU **Benny Cruz**, SB **Pepe Bayani**, Chief Cook **Mostafa Loumrhari**, Stewart Utility **Fernando Onativia** and Unlicensed Apprentice **Michael Fernandez**.

Bob Lamb of the MM&P captains the *Innovator*. He had high praise for members of his crew and congratulated them on a job well done during the rescue. The captain's accolades were echoed by SIU Vice President Contracts **Augie Tellez** who, in a letter to the *Innovator's* ship chairman, wrote, "We wish to commend the crew who participated in the rescue of the persons aboard the sailboat *Life's Dream*. Had it not been for the rescue efforts, the incident would have been a nightmare."

Gulf Mariner Urges Senate To Probe Anti-Worker Cases

In testimony before a U.S. Senate committee looking into the obstacles facing workers who want to form labor unions, Capt. Eric J. Vizier of Lafourche Parish, La. on June 20 asked Congress to investigate the collu-

sive anti-worker practices confronting maritime workers in the Gulf of Mexico's offshore oil sector.

"Come to South Louisiana. Talk to the parties involved. Together, let's figure out a way that mariners in South Louisiana can win their rights—their rights to freedom of association and freedom of speech," Vizier told members of the Senate Health, Education, Labor and Pensions Committee.

Vizier's call came after detailing his harrowing experience with Guidry Brothers Towing Co. of Galliano, La. Vizier and other union supporters at the company were threatened, harassed and dismissed from their positions because of their pro-union activities, according to his testimony. Further, anti-worker boat owners throughout the Gulf of Mexico have engaged in a coordinated attack on the rights of mariners to form a union, he said.

"Mariners in the Gulf of Mexico need a union to improve working conditions on the boats and to allow for a better quality of life at home," Vizier added.

Anti-worker attacks from Guidry and others began in earnest when Vizier and other

Guidry Brothers employees began working with Offshore Mariners United (OMU), a union federation for maritime workers in the Gulf of Mexico offshore oil service industry. OMU—which is a federation of the unions American Maritime Officers (AMO), International Organization of Masters, Mates & Pilots (MM&P), Marine Engineers' Beneficial Association (MEBA), and Seafarers International Union (SIU)—is devoted to improving the working conditions of Gulf mariners through collective action in the workplace.

Joining Vizier in Washington last month were Capt. Mark Cheramie, a former Guidry mariner, and Capt. Mike Cheramie (no relation), who serves with Trico Marine Services Inc. of Houma, La. The three mariners met with government officials for detailed discussions of anti-worker practices in the offshore service vessel industry.

"One of the things I told the senators and staff was that Trico Marine is another company that is actively working against the right of mariners to form a union," Mike Cheramie said. "For two years, Trico mariners have been subjected to threats and intimidation from the company. The company has even fired two captains for supporting the OMU. We have had enough and we demand the right to make a choice for ourselves whether we want union representation. We believe it is our right to make a choice without having to put up with threats from Trico managers."

All three mariners participated in a number of events organized as part of the AFL-CIO's Voice@Work month. OMU and its many supporters joined tens of thousands of workers around the country who are exposing employer interference with the freedom to choose a union and to celebrate the efforts of workers who organize despite the odds.

Captain and Crew Aid Injured Seafarer

When a fellow crew mate is injured, the speed with which care is rendered can often mean the difference between life and a severe or fatal injury.

A recent incident aboard the *Performance* was a case in point, and the following note from the ship's crew members attest to the quick thinking and concern of those in charge.

"Undocking in the port of Algeciras, Spain, one of our union brothers, **Greg T. Johnson**, was injured while casting a tug line off.

"The second mate, Steve Roberto, quickly reported the accident to the bridge. Immediately, Captain J. Jackson asked the second mate to have someone guide Mr. Johnson to the bridge. When Mr. Johnson arrived, the captain and chief mate, Dana Ramsdell, performed a quick examination.

"There was no doubt Mr. Johnson needed shore-side medical attention. In the meantime, I witnessed bridge team management and ship handling skills by Captain Jackson, the likes that I've never seen in my 31 years at sea.

"The vessel was outbound in Algeciras channel. The captain was able to handle Algeciras traffic control, pilots, agents and the vessel manager on the radio and telephone while calmly guiding the vessel

out of the approach and into safe water, all the while instructing officers and crew what they needed to do to get Mr. Johnson off the vessel safely.

"The crew wishes to thank everyone involved, especially Captain Jackson, for his professionalism and consideration for Mr. Johnson's welfare."

The note was signed by Bosun **Jimmie L. Scheck**, AB **Charles B. Collins** and the rest of the crew aboard the USSM vessel.



Crew members aboard the *Performance* are proud of the way Captain Jackson rallied around their injured shipmate.

Reminder: STCW Basic Safety Training Is Renewable Via Sea Service

As previously reported, the U.S. Coast Guard late last year confirmed a change in the way mariners may meet the requirements for renewing STCW Basic Safety Training (BST), a key component of the amended STCW convention.

According to National Maritime Center Policy Letter No. 12-01, "A mariner who has met the requirements for initial competency in BST and who is actively serving on seagoing ships will be considered as having demonstrated continuing competence in BST provided he or she completes at least one year of sea service within the past five years. This five-year period is a running calendar in which credit for competency in BST extends for five years beyond the critical date at which the mariner has completed one year of sea service.

"To determine the critical date," the letter continues, "review the mariner's sea service starting with the current date and go backward in time until one year of sea service is counted. The period of validity for continuing competence in BST is then five years from the date where the mariner has completed one year of sea service. For example, if on 1 October 2001, you count backward and determine the mariner completed one year of sea service on 1 June 2000, then the mariner is considered to be competent in the four elements of BST

through 31 May 2005.

"Using similar dates, if on 1 October 2001 a mariner completed one year of sea service on 1 June 1996, then the BST would have been valid until 31 May 2001. Because 31 May 2001 has passed (today's date in this example is 1 October 2001), the mariner has not retained competency in BST."

The policy letter also notes that the "critical date" mentioned above will advance as a mariner continues serving on a seagoing vessel. Additionally, Coast Guard regional exam centers (RECs) may accept discharges or sea-service letters "prepared in accordance with current standards" as proof of sea service.

If a mariner cannot prove one year of sea service within the past five years, then he or she must complete a U.S. Coast Guard approved or accepted course "approved for revalidation of BST," such as the STCW curriculum available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

Despite the fact that the policy letter is dated Oct. 31, 2001, its contents had been under legal review beyond that date. The agency in early December confirmed the policy change.

Cornhusker State Returns to Virginia After Supporting 'Enduring Freedom'

The U.S. Military Sealift Command (MSC) recently reported that the SIU-crewed *Cornhusker State* arrived May 1 at Newport News, Va. following six months deployed in support of Operation Enduring Freedom.

The *Cornhusker State*, a crane ship, was activated from the U.S. Ready Reserve Force (RRF) to support U.S. operations in Afghanistan. MSC reported that the vessel moved 595 20-foot "container equivalents" and 650 square feet of equipment while activated. The ship was on site to augment the ammunition stores already available in Diego Garcia aboard another SIU-crewed vessel, the prepositioning ship *Maj. Bernard F. Fisher*. According to MSC, the *Fisher* off-loaded 373 ammunition containers in late October in Diego Garcia to support U.S. Air Force planes involved in Operation Enduring Freedom.

Further, yet another Seafarers-crewed ship, the ammunition vessel *A1C William H. Pitsenbarger*, joined the aforementioned ships in Diego Garcia on Feb. 15 with 655 ammunition containers and roughly 300 additional containers to replace the *Fisher's* off-loaded ammunition.

Finally, the *Cornhusker State*

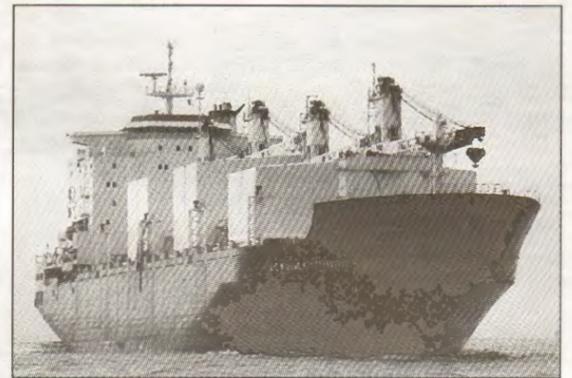
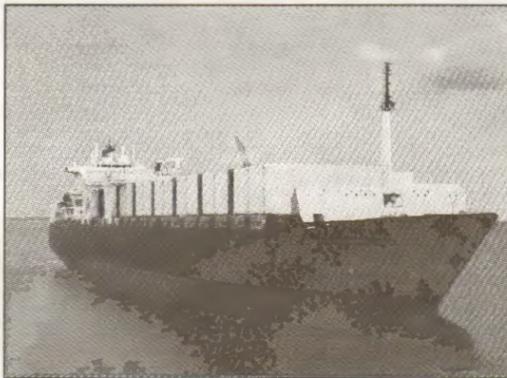
in early March assisted the SIU-crewed containership *Maersk Alaska*, whose cranes had been removed for an exercise. The *Cornhusker State* moved 139 ammunition containers to its decks from the *Maersk Alaska*, then loaded 78 containers of retrograde ammunition from shore depots in Diego Garcia to the *Maersk Alaska*.

The RRF is a fleet of 76 militarily useful ships maintained in reduced operating status by the U.S. Maritime Administration near potential load ports around the country. When activated, these civilian-crewed ships come under the operational control of MSC. The *Cornhusker State* was activated last November to transport and provide floating storage for ammunition to sustain the war effort.

MSC, the ocean transportation provider for the U.S. Department of Defense, operates about 110 ships daily around the world. MSC ships preposition equipment and supplies near potential hot spots around the globe; provide at-sea logistics to support the Navy fleet; serve as seagoing platforms for special missions; and provide surge sealift of military equipment and supplies in wartime and peacetime.



The *Cornhusker State* (top) supported America's war against terrorism. The prepositioning vessels *Maj. Bernard F. Fisher* (below left) and *A1C William H. Pitsenbarger* also have been utilized.



Cape Horn Crew Cites Commendable Work In Dreadful Conditions

Editor's note: This article and an accompanying photo were submitted by the crew of the Cape Horn.

On March 30, 2002 at about 5:45 in the morning, the NMU crew members of the *M/V Cape Horn* were awakened by the ship's general alarm. It was reported that there was a fire in the engine room.

Bosun Rafael "Ray" Aviles and Chief Officer Tim Bohan went down to assess the fire. The deck, engine and steward departments already were "on station" to perform their duties.

The fire was put out with the ship's CO₂ system. Two of our crew members, Chief Mate

Bohan and 1st Asst. Engineer Phil Hellesto, went below to inspect the engine room, and they both succumbed to smoke inhalation.

A distress call was broadcast. The Seafarers-crewed Matson ship *SS Maui* arrived within hours with her flag at half-mast to honor our fallen brothers. She stood by until the *USNS Shasta* (crewed by members of the union's government services division) came to our aid.

The *Shasta* brought on board drinking water, fire fighting equipment and towing tools that the bosun had requested (since the *Cape Horn* wasn't equipped with such tools). The *Shasta* also

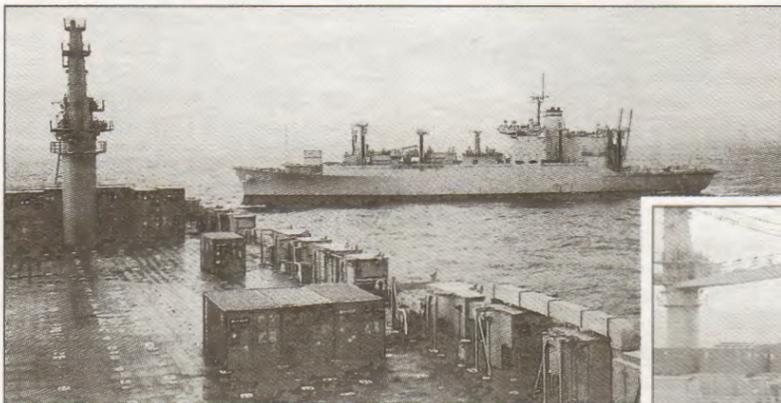
assisted with hooking up the tow.

We want to thank Chief Steward Clark Williams for a job well done and also the chief engineer (Alan Currie) and his entire engine-room staff for their outstanding performance in fighting the fire.

Thanks also to Bosun Aviles and the deck crew, with the help of *USNS Shasta* personnel, for rigging a safe tow and transferring the two fallen crew members to the *Shasta*.

Most of all, a great thanks to our skipper for keeping everything under control from the very beginning.

Unlicensed personnel aboard the *Cape Horn* when these incidents occurred were Bosun Aviles, ABs Robert Brown, Dwayne Lawrence, Carlos Cabezas, Randolph Blanchette and Luvertis Alford; GVAs Mohamed Ali and Jose Macadaan; Electrician Louis Santiago; Oilers Bernard Fanancial, Eddie Harrison and Jesse Hankins; Wiper Avery Askew; Chief Steward Williams; Chief Cook Bonnie Agno; and Utilities Edison Inuman and James Donkor.



Above: The *USNS Shasta*, pictured from the *Cape Horn*, assisted by providing towing tools and more.

At right: *Cape Horn* crew members prepare to rendezvous with the *USNS Shasta*.



Notice — NMU Plans

The following information was submitted to the LOG by Bill Dennis, administrator of the NMU Benefit Plans.

NMU PENSION AND WELFARE PLAN

During 2001 the Trustees approved several amendments to the Plan:

1. Qualified participants received a 2% increase in accrued pension benefits as of December 31, 2001. Coupled with two previous 2% increases and the 10% adjustment in 1997, the long-term pension benefits for the membership have improved significantly.
2. Future retirees will benefit greatly by the amendment approved by the Trustees that eliminates the limitation on the number pension credits a seafarer may earn. Effective January 1, 2001, pension credits are not limited at all.

NMU WELFARE PLAN

There were six amendments to the NMU Welfare Plan in 2001. The first two were significant changes. The other four were more for administrative expediency:

1. Our disability program was redesigned to provide our disabled seafarers with an orderly transition to Social Security benefits. Since Social Security Disability Income is available after 6 months and Medicare after 24 months, we reduced the disability period from 60 months to 29 months and put the seafarer in a position to receive income and medical coverage for the full length of his or her disability.
2. Due to the ever-increasing costs of prescription medicines, it was necessary to increase the co-payment amount. This increase can be offset, somewhat, by accepting generic drugs.
3. The exclusion from coverage of the drug, Viagra, was continued through July 31, 2002.
4. Language in the regulations regarding ambulance facilities was ambiguous. This amendment simply clarifies the language.
5. At the suggestion of our auditors, the Trustees must now authorize all claims obligated or incurred outside the United States, its possessions, commonwealths or the Republic of Panama.
6. The Trustees have authorized the NMU Welfare Plan to pay all ISOV claims.

NMU VACATION PLAN

The sole amendment to the NMU Vacation Plan in 2001 resulted from the merger with SIU. Trustees of both unions have approved a reciprocity amendment that enables seafarers to combine their NMU time with their SIU time to qualify for vacation benefits.

This notice contains important benefits information for mariners covered under the NMU Pension, Welfare and Vacation Plans. If you encounter difficulties in understanding this notice, it can be explained to you in Spanish. This assistance can be provided in person at the Plans principal office, located 360 West 31st Street, Third Floor, New York, New York 1001 or can be obtained by contacting a Plans representative at any branch office. The branch office hours are 9:00 a.m. to 4:30 p.m. Monday through Friday. You may also write or call. Letters written in Spanish should be mailed to the Plans office in New York. Telephone calls requesting assistance in Spanish should be directed to the Plans office in New York whose telephone number is 1-212-337-4900 or by calling the toll free number 1-888-424-4949.

FOC Threat

Continued from page 3

ability" in ownership. He said it is realistic to set and enforce tough standards.

Vines went into detail about Liberia's refusal to cooperate with various United Nations sanctions and inquiries. Speaking of FOCs, Vines said, "They offer a high level of corporate secrecy and are easy to obtain. Some flags appear to be particularly inviting for illicit arms trade networks."

Following are some additional highlights of the testimony, in order of presentation. Full transcripts are available on the internet at

<http://www.house.gov/hasc/schedules/2002.html>.

'It Should Be Shut Down'

Focusing on the atrocities committed in Liberia and the funding role of the Liberian International Ship & Corporate Registry (LISCR), Rep. Wolf stated, "It is critical that we are able to guarantee that the Liberian flag registry revenues are transparent and are going toward the needs [of] the people of Liberia, who have suffered so much. If we cannot guarantee this, it should be shut down."

He submitted several reports for the official record, and declared that they "lead to one conclusion—in the past the Liberian-flag registry has been implicated in contributing to the continued reign of Charles Taylor, the leader one of the most brutal, murderous and dangerous regimes in the world. In short, there is blood on the flag."

Beyond the humanitarian concern, Rep. Wolf concluded, "the links between al Qaeda and other international terrorist activity and Charles Taylor put this entire matter



U.S. Rep. Gene Taylor (D-Miss.)



U.S. Rep. Frank Wolf (R-Va.)



U.S. Maritime Administrator Capt. William Schubert (left), U.S. Coast Guard Rear Adm. Paul J. Pluta

in a new light. We need a guarantee that Charles Taylor can no longer exploit this resource. A financial relationship no longer just supports a brutal African dictator causing misery for a far away people; it tacitly supports a terrorist organization dedicated to the destruction of the United States."

'Significant Challenge'

The agency's assistant commandant for marine safety and environmental protection, Rear Adm. Pluta noted that "with more than 7,500 foreign-flag ships originating from 92 different flag States making approximately 51,000 port calls annually, the United States faces a significant challenge. There are two areas of concern—vessel safety and

maritime homeland security."

He added, "The massive flow of people and goods across our maritime borders helps fuel our economy, but also serves as a potential conduit for terrorists and weapons of mass destruction. As an open society, our nation's harbor complexes are accessible to thousands of maritime workers and ships from all corners of the world. The challenge we face today is balancing the security and economic needs of our country."

"This can only be done by filtering out potential terrorist activities from a massive stream of legitimate commerce. A key in meeting this challenge is better awareness of the cargo entering the country and the people who own, operate and service the thousands of vessels enter-

ing the U.S. every year. The solution will require ready access to detailed and accurate information, and sharing that information more effectively among our federal agencies and with our domestic and international partners in both the private and public sectors. The dynamics of a global economy and the resultant demands on our transportation system will require a continued coordinated national and international effort."

'We Know Who Owns Our Ships'

The maritime administrator discussed the threat posed by FOCs and emphasized the need to strengthen the U.S.-flag fleet.

"Our heightened need for homeland security requires that we examine the potential impact of the lack of transparency within open registries, which could ultimately lead to a serious threat to our nation's safety and security.... A shipowner who registers his or her vessel in an open registry does not need to have any connection or link to the country sponsoring the registry. As a result, the flag of convenience regimes can inadvertently open the door for criminal and terrorist activity that would be impossible under the U.S.-flag registry or

other reputable flag states with high standards like the United States."

Capt. Schubert said that U.S. crews employed on U.S.-flag ships "provide the pool of seafarers needed for both commercial and government sealift fleets in times of national emergency or crisis."

He continued, "The credible presence of a U.S.-flag fleet of vessels in larger numbers in international trade provides the U.S. government with the greatest influence in international bodies that create international standards of conduct with respect to shipping safety, as well as commerce.... Now more than ever, our presence as a flag state is critical to our national interests. If we lost all our U.S.-flag vessels to open registries tomorrow, our presence in the international maritime arena would be diminished to that of a port state only—at a tremendous cost to U.S. national security and economic interests."

Schubert acknowledged that "encouraging shipowners to return to the U.S. flag is a daunting task, especially when compared to the economic advantages of open registries. However, the best way to protect our homeland and national security interests across the globe is a strong U.S.-flag fleet manned by U.S. citizen mariners. If we did not have the Jones Act, cargo preference, and the MSP and VISA programs, I can assure you it is unlikely that ships would remain under U.S.-flag, and the U.S.-citizen mariner pool needed by the Department of Defense in times of national emergency or war would disappear."

"Many maritime scholars, industry experts and some members of Congress have suggested a complete reexamination of the tax laws which govern merchant shipping in order to create more incentives for investment by shipowners to return to the U.S. flag. These and other options to increase the number of vessels under U.S. registry should be fully explored and given the highest consideration."

"In today's environment, we should not compromise our security. In the United States we know who owns our ships, who operates them and who crews them. There is no better assurance to our nation's national security interests than a strong U.S.-flag Merchant Marine."

FOC = Hiding Place

Representing the SIU and the ITF (an international federation of 594 transport trade unions in 136 countries representing approximately 5 million transport workers), Heindel said the FOC system "provides a hiding place for shipowners to avoid the restrictions of international law, where states sell their sovereignty to those wishing to avoid flag state interference in safety, environmental or labor standards and the transparency of their corporate structure."

"And herein lies one of the most serious deficiencies with the FOC system—the lack of transparency in corporate structure—that both the ITF and SIU view as a facilitator of

'You Work For A Murderer'

U.S. Rep. Duncan Hunter has a way of cutting straight to the heart of the matter.

He repeatedly did so during last month's hearing on FOCs, but never more memorably than near the end of the lengthy inquiry. Speaking directly to Yoram Cohen, CEO of the Liberian ship registry, Hunter said, "You work for a guy (Liberia President Charles Taylor) who's a murderer."

Hunter also said, in response to Cohen's assertions that the U.S. could depend on Liberian-flagged ships in times of crisis, "I'd think it's a sad day for the U.S. if we're depending on Liberia for our security."

Defining an FOC

David Cockcroft, general secretary of the International Transport Workers' Federation (ITF), submitted testimony for last month's hearing on flags of convenience, also known as runaway flags. He opened with an incisive profile of FOCs that is especially instructive for those just familiarizing themselves with this crucial issue. His remarks also are an effective refresher for those already acquainted with runaway flags.

Portions of Cockcroft's testimony follow:

Under international law, every ship must sail under a flag of a state, and the ship carries the nationality of the flag it flies. A ship's flag provides the protection of a government while on the high seas. At the same time, flag states are responsible for exercising effective jurisdiction and control in administrative, technical and social matters over the ships flying their flag. They are responsible for ensuring safety, training and maritime pollution standards and minimum social conditions on board their ships and can raise revenue by imposing taxes on vessel owners.

Traditionally, most flag states had strict nationality rules for both the shipowner and crew. However, since the Second World War, a number of countries began the practice of effectively renting out their country's flag to shipowners of any nationality, guaranteeing the absolute minimum of rules, regulations and taxes. These are called 'flags of convenience' (FOCs), also known as open registries.

Today, approximately 30 countries effectively rent their country's flag to shipowners of any national-

ity, guaranteeing secrecy and non-interference. These countries regard having a register as solely a method of earning revenue and have no interest in maritime transport other than the revenue that accrues from allowing foreign shipowners to fly their flag. They profit from their shipping register because they accept fees but do not effectively exercise control over the ships in their fleet or the companies owning these vessels.

This is in stark contrast to the practice in major maritime nations and in other countries where the right to fly the national flag is subject to stringent conditions and involves far reaching obligations. In fact, the Organization for Economic Cooperation and Development (OECD) has estimated that the cost advantages of using a flag-of-convenience vessel rather than a genuine national flag ship was up to one million dollars a year even if all international safety and social standards were scrupulously observed.

In addition to lax company requirements and any meaningful regulation of the shipping or company operation, FOCs offer inexpensive registration, low or non-existent taxation, and the freedom to employ cheap labor from any country. The FOC system enables some shipowners to secure an unfair competitive advantage over their competitors by the avoidance of taxation and social security requirements; by allowing the shipowner to determine the extent to which the requirements set out in applicable international instruments are complied with—including those related to fundamental

human and trade union rights and to the safety of life at sea and the protection of the marine environment; reductions in manning levels to the point where it is impossible to undertake essential maintenance, and flexibility in the choice of the nationality of the crew; and, undercutting high standard traditional registers.

Essentially, the FOC system provides a hiding place for shipowners to avoid the restrictions of international law, where states sell their sovereignty to those wishing to avoid flag state interference in safety, environmental or labor standards and the transparency of their corporate structure.

A culture of secrecy and evasion and lack of transparency of ownership and control permeates the FOC system. Under the system, the registered owner of most ships is a 'shell company' set up for the sole purpose of owning that one ship. In turn, the registered owner is often owned by another company that may itself be registered in another country with very liberal company laws.

The use of bearer shares, nominee directors and corporate directors within international business corporations creates a complex web which may stretch across a number of jurisdictions and makes tracing who is actually behind the operation almost impossible. This corporate structure that works well for shipowners, as well as for criminals and terrorists, allows the shipowner the ability to disappear from any accountability that may be attached to him through vessel ownership. If anything goes wrong, the company ceases to exist and no information is forthcoming....

Most FOCs do not require the provision of audited accounts, including some of the largest regis-



David Cockcroft
ITF General Secretary

ters—for example, Panama, Liberia, Bahamas and Belize. A number do not reveal the names of shareholders or directors....

It is both easy and very inexpensive for an owner to hide behind a string of companies. Bearer shares are permitted in half of the countries concerned—for example, in Panama, Liberia, Bahamas, Belize and Honduras. This is certainly not a culture that promotes the spread of meaningful information concerning the shipping activities of any company or owner under the FOC system.

Further, in almost all of the FOC registries, there exists a level of secrecy regarding shareholders that also makes it very difficult to trace an owner. Confidentiality is a provision in the law for many of these countries....

Fundamental to the FOC system is a total lack of transparency. In fact, this corporate structure underpins the FOC system and affects not only the viability of merchant shipping but has considerable negative implications for the wider civil society and order as it facilitates transnational criminal activities and terrorism.

Videos of Lost German Sub Help Re-Write WWII History

When many Americans think of the role played by the U.S. Merchant Marine in World War II, they immediately conjure up an image of the D-Day invasion at Normandy Beach or the convoy of Allied ships, known as the Murmansk Run, which delivered supplies to Russian troops. Fewer remember the ships that were sunk by German U-boats off our own coast, many of them near the mouth of the Mississippi River.

On July 30, 1942, one such vessel—the 375-foot passenger freighter *Robert E. Lee*—was transporting war refugees from Europe as well as survivors from previous torpedo attacks. There were 406 persons aboard, including the crew, and 47 tons of cargo, when, only 45 miles to the mouth of the Mississippi River, the ship was fired upon and sunk by a 20-foot long torpedo from U-boat 166. Fortunately—and miraculously—only 25 people (10 crew members and 15 passengers) died aboard the *Robert E. Lee*. The 381 survivors were able to make it to rafts or lifeboats.

The final resting place of the *Robert E. Lee* was previously known; the whereabouts of U-boat 166 after firing its torpedo, however, has remained a mystery.

The U.S. government has claimed all along that a small U.S. Coast Guard twin-engine airplane sank the 252-foot sub in 120 feet of water two days after the *Robert E. Lee* went down, resulting in the loss of all 52 members of the submarine crew. And, in fact, the National Museum of Naval Aviation in Pensacola, Fla. has put that plane on display. But no trace of the U-boat has ever been found—until last spring. That's when, during pipeline surveys in the Gulf of Mexico by BP and Shell Oil Co., gray shapes appeared on the sonar screen just about a mile northeast of the *Robert E. Lee*. The two oil companies paid for additional exploration by an 18-foot long sophisticated, unmanned submarine, which confirmed that the cigar-shaped sonar image was, indeed, the wreckage of the U-166. The German sub, broken into

two pieces, is lying in the silt under 5,000 feet of water. The video clearly shows the conning tower and massive damage consistent with a direct hit by a depth charge.

Re-Writing History

It is now believed that the Coast Guard plane actually dropped its load on the U-171, an identical sub to the U-166. The U-171 eventually made its way back to Europe and was eventually destroyed later that year when it accidentally entered a minefield in the Bay of Biscay.

"I think we can say with 98 percent certainty, the patrol plane did not attack the U-166. Instead it was the U-171," said Martin Morgan of the National D-Day Museum in New Orleans.

Video provided during the pipeline survey by the remotely operated submarine proves that the U-166 was attacked by a U.S. attack cruiser, the Patrol Corvette 566, a 173-foot steel-hulled Navy patrol craft that had been commissioned in June 1942 and was half a mile away from the sinking *Robert E. Lee*. It tried to chase the German sub and succeeded in rolling several 300-pound depth charges off the stern. But there was no evidence or indication—no debris or oil slick—that the PC-566 had been successful in hitting the U-boat, so it circled back to pick up some of the survivors from the *Robert E. Lee*.

The crew of the PC-566 believed they were right on top of the U-166 and wondered how they could have missed sinking it. Now, however, following the underwater surveys, it appears as if the PC-566 did, in fact, hit its mark.

The U-166 was the only submarine sunk in the Gulf of Mexico during the war. BP and Shell Oil have decided to re-route their pipeline a mile to the west, as a result of the findings. The German government has declared the wreckage of the U-166 a war grave, and it is likely that whatever remains of its 52 crew members will not be disturbed.

John W. Brown Cruises into the Past

In the dark, early days of World War II, Allied merchant ships were being sunk far faster than they could be built. Soon, the vital sea lanes would be closed and the fate of Europe sealed.

America's answer to this great challenge was the Liberty ship. In 18 emergency shipyards around the country, a huge fleet of more than 2,700 identical freighters were built in record time between 1941 and 1945 to carry the cargo and troops needed to win the war.

Of those 2,700 vessels, two still remain: the *Jeremiah O'Brien* is displayed in near mint condition in San Francisco, and the *John W. Brown's* home port is Baltimore.

Project Liberty Ship is an all-volunteer, not-for-profit organization dedicated to the preservation of the *John W. Brown* as a living memorial and museum ship honoring the men and women who built the great American wartime merchant fleet and the merchant mariners and Naval Armed Guards who sailed them.

The *Brown* was built in 1942 and had an active and distinguished war record. It made one voyage as a standard cargo-carrying Liberty ship and then became the first of 220 Liberty ships to see service as a limited capacity troopship, carrying almost 10,000 military personnel of the Allied powers as well as two shiploads of Axis prisoners. It served at

Anzio, was in Naples during numerous German bombing raids and made the D-Day invasion of Southern France in 1944. Numerous ships in the same convoy were sunk or damaged by U-boats or enemy aircraft, but the *John W. Brown* survived unscathed. Today, it is the last surviving operational troopship of World War II.

After the war, the Liberty ship carried cargo across the North Atlantic to help rebuild the shattered European nations and, in December 1946, was loaned by the Maritime Commission to the City of New York to serve as a floating high school, where it was lovingly cared for by thousands of students and by the many dedicated instructors who operated the nation's only nautical high school.

The *Brown's* career as a schoolship ended in 1982 and, after unsuccessful attempts to berth the vessel in New York, it went on display in Baltimore.

With the continued help of Project Liberty Ship, the *John W. Brown* is not only a museum ship and a great educational tool—it can still steam on its own power.

Restored to steaming condition in 1991, the *Brown* made its first Chesapeake Bay cruise that September. Since that first Bay trip, more than 30,000 people have "cruised into history" aboard the historic World War II Liberty ship, which has made more than 40 passenger-carrying

voyages, including visits this spring to sites of different WWII Liberty ship shipyards—Savannah, Brunswick and Jacksonville. It has steamed as far north as Halifax, Nova Scotia and in 2000, made a 3½-month voyage to the Great Lakes. A special troopship reenactment will take place on Veterans Day in Baltimore.

Anyone interested in signing on with Project Liberty Ship or joining in the experience of cruising into history, may call (410) 661-1550 or visit their web site at www.liberty-ship.com.

Shark Attacks: Seafarer Urges SIU Members To Use Caution When Entering Ocean Waters

There were 76 unprovoked shark attacks in the United States last year, nearly half of them in Florida, according to the International Shark Attack File (ISAF) at the Florida Museum of Natural History in Gainesville. But the Atlantic Coast of the U.S. is not the only area in which sharks have been injuring innocent bathers.

Just within the past few months, shark attacks have been reported in Florida, Australia, the Bahamas, Turks and Caicos Islands, and Hawaii.

SIU member Robert Cartmel of Honolulu sent the *Seafarers LOG* several recent articles from the *Honolulu Star-Bulletin* and the *Honolulu Advertiser* about a number of shark attacks off the Hawaiian islands, and he urged all Seafarers to watch for sharks at sea and to be particularly careful when entering the water.

While the ISAF notes that the relative risk of a shark attack is very small, those risks can be further reduced by heeding the following advice:

- Always stay in groups since sharks are more likely to attack a solitary individual.
- Do not wander too far from shore—this isolates an individual and additionally places one far away from assistance.
- Avoid being in the water during darkness or twilight hours when sharks are most active.

Around the Port of New Bedford



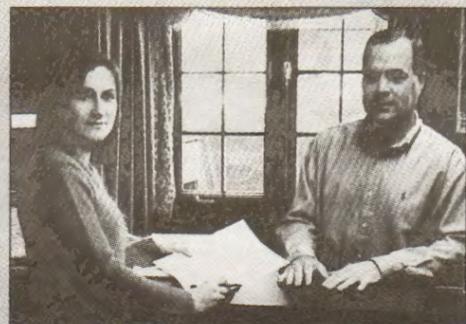
Following a payoff on the *Energy Enterprise*, SIU New Bedford Port Agent Henri Francois (second from left) meets with crew members. From the left are AB Alberto Lima, Francois, Cook Wilfredo Perez and Chief Steward Francisco Delgado.



GVA Richard Molina Blackman takes the English proficiency test at the union hall in New Bedford.



Bosun Jerry Chelle participates in a meeting aboard the *Energy Enterprise* when the vessel paid off in Brayton Point, Mass.



Right: Nidia Pereira, the secretary at the New Bedford union hall, gives member Tony Curran the necessary paperwork for a visit to the clinic.

ON THE GREAT LAKES



OS Ken Johnson works from the bosun's chair on board the *H. Lee White* in Toledo.



Great Lakes Seafarers, including OS John Logan, OS Jesse Hernandez and OS Dean Parks, show their support for Operating Engineers Local 324 against Turn-Key, which, they claim, is not paying wages and fringe benefits as established in the Great Lakes region.



Bill Mulcahy is the bosun aboard the *H. Lee White*.

At Work With the SIU

ABOARD THE CHESAPEAKE IN DIEGO GARCIA



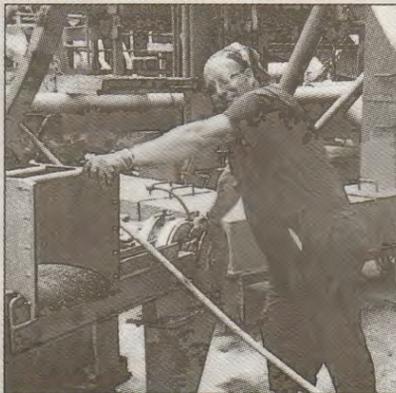
Alaa A. Embaby
Steward Assistant



Rafael Clarke
AB



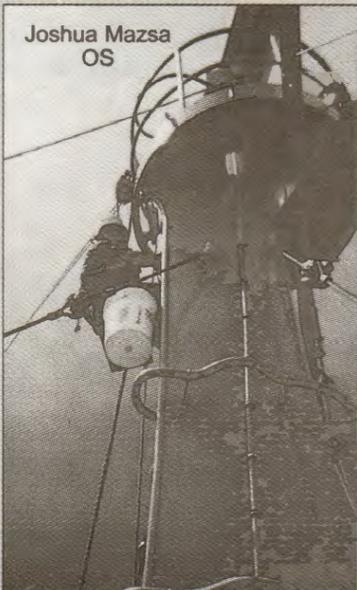
Frank Sanchez
AB



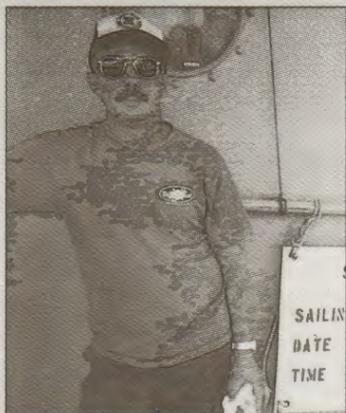
José Caballero
Bosun



Almarca Arriola
Steward Assistant



Joshua Mazsa
OS



Abdulrahman Al-Okaish
AB



Steven J. Kendrick
AB

IN THE NORFOLK HALL



In the comfortable Norfolk hall, Walter "Hooks" Pallard (left) and retired member Morris "Bo" Williams share their sailing experiences.



Passing the time with fellow retirees are Hayward Lee, Freddie Williams, Mack Young, Melvin McCray and Edward Martin.



Below: Chatting with Herman "Chubby" Hall, the maintenance manager in the Norfolk hall, are retired member Plummer Hendricks and Chief Cook Edward Wallace.



Above: Chief Cook Kelvin Fisher waits for the next job call.

SERVICE THAT SUPPLIES



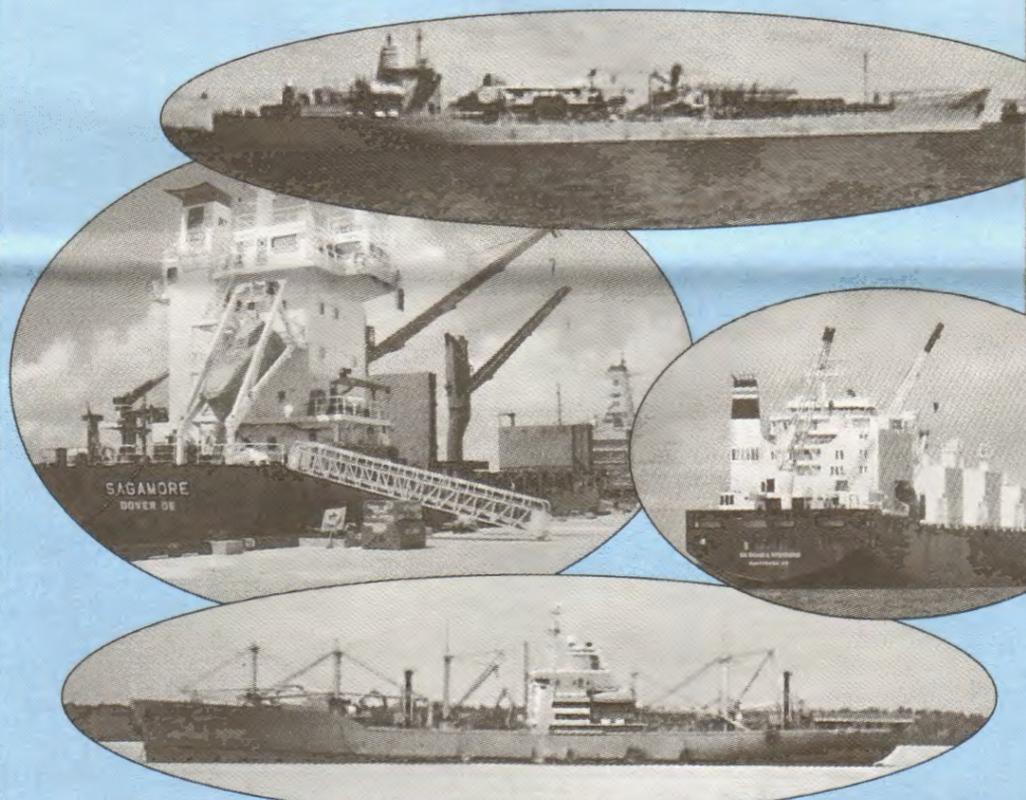
SIU Tacoma Port Agent Bryan Powell (at head of table) meets with all SIU ships' chairmen during a fleet-wide bosuns' meeting held at the Seaman's club in Diego Garcia.

When most SIU-crewed ships pull into port for a port call, they are met by a boarding patrolman, who can update crew members on any important issues of the day and answer any contractual questions they may have. But on the vessels are stationed in Guam (in the Pacific) and Diego Garcia (in the Indian Ocean), that personal contact is difficult to achieve.

The situation has been alleviated in Guam, following the 2000 opening of a hall there under the direction of Port Agent Matthew Holley. Nevertheless, when SIU Vice President West Coast Nick Marrone wanted to experience firsthand the activities taking place on the island, he was warmly welcomed by the membership.

Marrone and Holley attended Maritime Day ceremonies at the Seaman's Club and talked to crew members about some of the ships about the importance of SPAD and the continuation of a strong U.S.-flag fleet.

WELCOME TO
THE BRITISH INDIAN OCEAN
TERRITORY
DIEGO GARCIA
PORT CUSTOMS



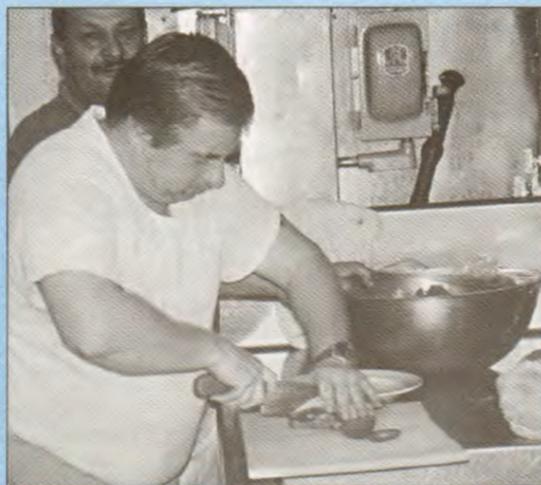
Clockwise from top: The USNS Chesapeake, A1C William H. Pitsenbarger, Cape Jacob and Sagamore are just four of the many vessels in Diego Garcia that were serviced by SIU Tacoma Port Agent Bryan Powell recently. Others, not pictured, are the USNS Dahl, USNS Charlton, USNS Watkins, USNS Gunnery Sgt. Fred W. Stockham, James Anderson, Lt. Col. John U.D. Page, Bernard F. Fisher, SSG Edward A. Carter, Jr., USNS Red Cloud, USNS Pomeroy, USNS Watson, William Baugh, Pvt. Franklin J. Phillips and American Cormorant.



Maritime Day celebrations took place on Diego Garcia, complete with a specially decorated cake.



Below, Chief Steward Jim Battista serves dinner aboard the USNS Watson.



Wayne Wilson, chief steward on board the Cape Jacob, prepares lunch in the shipboard galley.



This is one of the many launches used by the U.S. Navy to provide transportation between the shore in Diego Garcia and the anchored ships.

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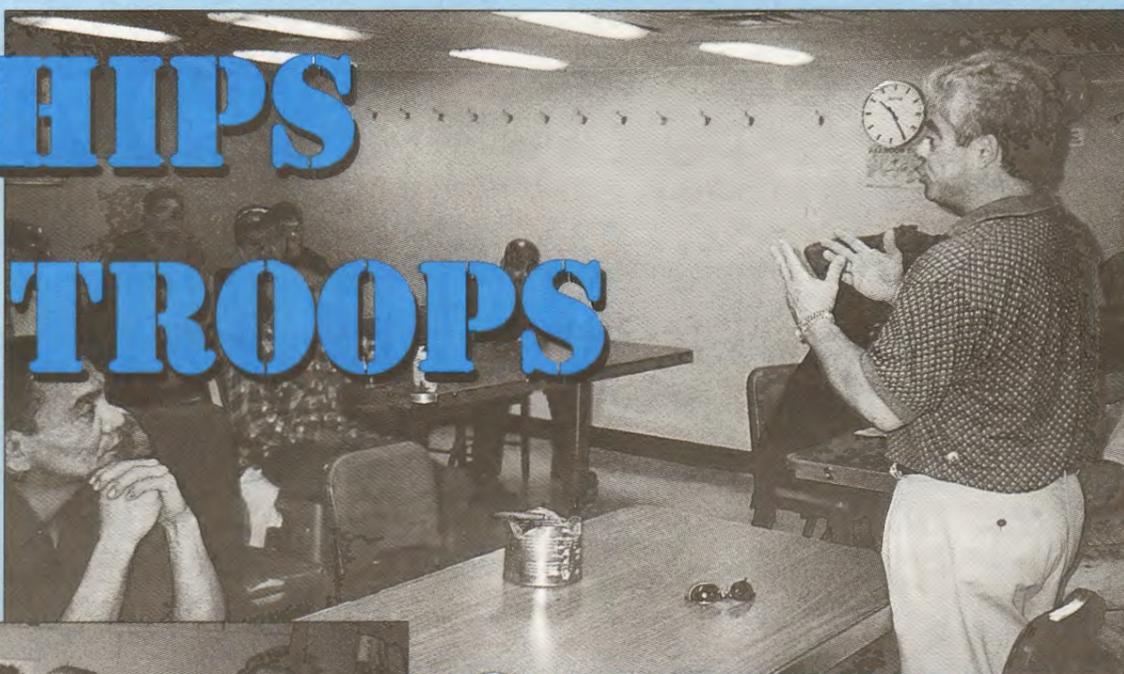
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In the aftermath of the terrorist activities of September 11, port security also was a prime topic.

Much of the same information was disseminated by SIU Tacoma Port Agent Bryan Powell when he visited many of the ships in the Diego Garcia area.

He noted that there is a slow, steady buildup of equipment and supplies on the island since the U.S. began attacks in Afghanistan in the war on terrorism, and the expectations are that this isolated island will be one of the most crucial operations in that war with regard to air power, supplies and logistics for U.S. military activity in the Middle East region.

The ships prepositioned in Guam and in Diego Garcia are on stand-by alert, ready to sail at a moment's notice to provide ammunition, stores, vehicles and other material needed by American military ground forces in times of rapid deployment.



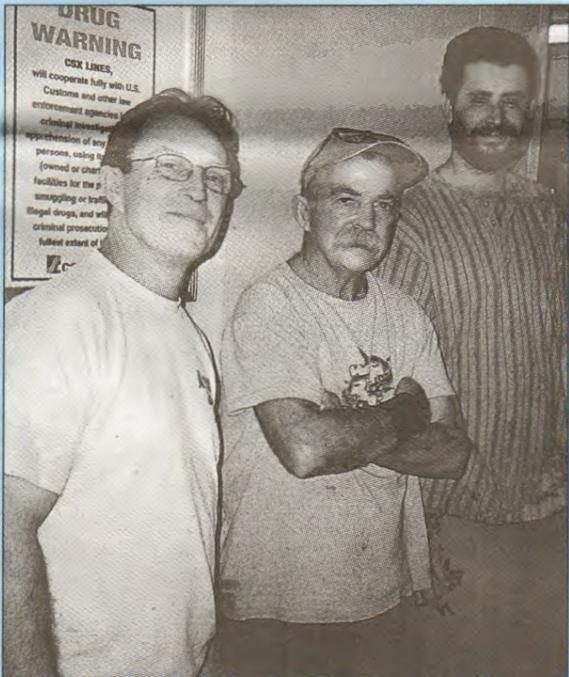
SIU Vice President West Coast Nick Marrone talked with Seafarers aboard some of the ships that are stationed in Guam. Above, he meets with crew members on the *Sgt. William R. Button*, informing them of current activities within the maritime industry, as well as discussing the everyday life aboard a prepositioned vessel in Guam.



SIU Vice President West Coast Nick Marrone (center) is flanked by Chief Steward William Kane and Bosun Robert M. Cando aboard the *Sgt. William R. Button*.



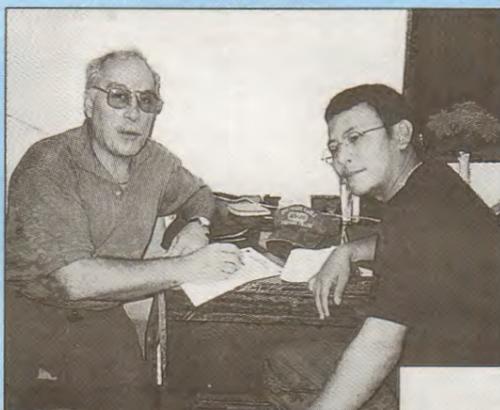
A hearty "Hafa Adai" (welcome) was given to SIU Vice President West Coast Nick Marrone aboard the *Lt. Col. Calvin P. Titus* by (from left) deck department members Andy Guiterrez, Richard Hannon, Dan Bratta, Randy Travis, Tom Morgan and Kelly Doyle.



Crew members aboard the *Enterprise* include (from left) Bosun Robert Wilson, AB George Moxley and SA Nagi Saeed.



Cook/Baker Gregory Williams adds some whipped cream to complete the dessert offering on the *Sgt. William R. Button*.



Left: Oiler Robert Stafford (left) and DEU Jesse Toves both drop by the SIU hall in Guam to register after getting off the *SP5 Eric G. Gibson*.



The crew aboard the *Pacific* was very happy to see SIU Vice President West Coast Nick Marrone (sixth from left) during his recent visit to the area.



Frances C.T. Booker (left), secretary at the SIU hall in Guam, boards the *Lt. Col. Calvin P. Titus* to meet with Bosun Michael Sinclair and drop off some paperwork.



AB Ondongee Pegram checks in for a job at the SIU hall in Guam with his three-year-old daughter, A'zhanee, in tow.

Runaway Flags

Continued from page 9

transnational criminal activities and terrorism. FOC vessels have been linked to the registration of hijacked ships, phantom ships, fraudulent mariner documentation, illegal unreported and unregulated fishing, illegal alien smuggling and, most recently to international terrorism."

He said that the lack of transparency in the corporate structure of FOCs "is a threat to national and maritime security. One can also posture that the nautical prerogative of an American owner registering a vessel under a flag of convenience that ignores all legitimate safety, security, environmental and social concerns is similarly a threat to U.S. maritime and defense security." Heindel (along with others who testified) took issue with so-called effective control, the risky notion that foreign-flagged, U.S.-owned vessels readily will be available – and useful – to America in times of crisis.

In addition to asserting that most of the vessels in that category wouldn't be militarily useful even if they were available, Heindel pointed out the "potential changes in attitudes of the FOC host countries and crews make availability and responsiveness questionable. We must remember that FOC vessels are crewed by a plethora of nationals – Philippine, Chinese, Indian, Pakistani, Russian, Ukrainian and South Korean – as well as those from other foreign countries that could pose a threat to U.S. security.... The SIU advances that we must, as an international leader of the free world, have the means under our own flag, with our own American crews and under our own control to fulfill our commitments and supply our military programs."

Essential to Security

The chairman of the International Commission on Shipping (ICONS) and a senior researcher for Human Rights Watch, Morris said that transparency in shipping is fundamental to security.

"It is difficult to [envision] the establishment of any reliable system of ensuring the true identity of ship owners/controllers and mariners based on the present regime of offshore registers," he said. "An essential first step in establishing a reliable and effective identification system should be an examination of each of the offshore registers to determine who are the ship owners and where are they domiciled...."

"There is little doubt that the failure of the industry to move forward to a more transparent style of operation in common with other forms of transport has been a factor in the failure of governments to understand the needs of the industry. The secrecy surrounding the tasks of classification societies, inspection reports for insurers, charterers, flag state investigations, the incidence of work related illnesses and non-fatal injuries at sea all combine to cover up the evils of substandard shipping. Such information is readily available in shore-based industries as essential management tools."

Morris said that "cutthroat, destructive competition in freight rates is the underlying cause of substandard shipping, crew exploitation and crew abuse. It has been facilitated by the ease with which substandard operators can avoid ship safety and crew competence requirements by shopping around among flag states, classification societies, insurers, manning agencies, ship operators and port state control authorities without being held to account."

He also noted that while gathering information for an internation-

ally acclaimed ICONS report, "We were appalled by the nature of some of the practices inflicted upon seafarers and their families. In the course of the commission's hearings, ICONS was told repeatedly of cases of cheating of seafarers, blacklisting of seafarers, abandonment of seafarers, manipulation of the remittance of family allotments, reduced contractual compensation entitlements linked to 'quit claims' and general releases, and placement fees for jobs. The worst features include delayed or non-payment of wages, denial of adequate food and accommodation, denial of medical treatment and rest time, physical and psychological abuses, sexual abuse and abandonment.... Many of the abuses have been known to the shipping industry, charterers and cargo owners for a long time. They are facilitated by the obsessive secrecy surrounding the industry that does not apply in other forms of transport."

Avoiding Scrutiny

In meticulous detail, Vines, also a senior researcher for Human Rights Watch, relayed the role of FOCs in illegal activities.

"Many ships use such flags to save costs, but also because arms dealers and their networks involved in this trade want to avoid scrutiny," he said. "Some flags of convenience provide ideal cover for setting up front companies. The operators also exploit weak controls on transport. They often file false manifests and submit fraudulent documents while sailing improperly registered ships to ply their trade."

"The most dramatic recent example of a flag-of-convenience ship being used for gunrunning was in January 2002 when the Tongan-flagged general cargo ship the *Karine A* was seized in the Red Sea carrying 50 tons of arms and explosives, which Israel said was bound for Yasser Arafat's Palestinian Authority. Two months later another Tongan-flagged vessel, the *Monica*, was apprehended by the French navy while trying to transport 1,000 asylum seekers to Italy."

Turning his attention to the Liberian registry, Vines noted that obtaining a Liberia flag "takes only a couple of days and does not require disclosure of share ownership or the names of the applicant company's directors. There is no requirement for any annual reports or audits. Such a system is attractive for gunrunning, where the real owner of a particular ship is hard to identify and therefore difficult to hold accountable."

"The trade, of course, depends on the ability of clients or their patrons to pay, whether in cash or precious gems or—as the Liberia panel found was the trend in Liberia—through direct bank transfers to arms traffickers from government accounts or those of private business interests allied to the government."

Vines went on to explain how Liberia's weapons purchases from 1999 to 2001 were mainly financed by off-budget spending by the Liberian government, or payments made from revenue that bypassed the central bank and was therefore not accounted for in the budget. "In particular, income received from the U.S.-based Liberian International Shipping and Corporate Registry (LISCR) was used to pay for illegal arms shipments."

Among other insightful accounts about Liberia, Vines noted that when a U.N. panel attempted to check the accounts of that nation's Bureau of Maritime Affairs in April 2002, "it was not able to do so. The panel was informed that a generator had broken down and that it would be repaired only after the panel had left Liberia."

Transiting the Panama Canal Aboard the ITB Philadelphia



Jose Ramirez is the pumpman on the ITB Philadelphia.

Before heading for a payoff in Texas, the *ITB Philadelphia* had to sail through the Panama Canal—always an exciting trip for all crew members. These photos were snapped aboard the Sheridan Transportation Co. vessel during that voyage and while the crew took part in a routine shipboard fire drill.



Bosun John Nichols (left) and AB Chris Meier are dressed for the drill.



It's all smiles as Chief Steward Veronika Cardenas poses with the Panama Canal line handlers.



DEU Roger Abramson attends to his duties on deck.



Assistant Cook Mohamed Mosa organizes the salad bar ingredients.

Taking part in a fire and safety drill are (from left) Chief Mate Paul Schwartz, 3rd Mate Brian Belanger, 3rd Engineer Andrew Davis, AB Isaac Amisshah and AB Naptali Lopez.



John Nichols, bosun aboard the *ITB Philadelphia*, checks out the vessel activity in the Panama Canal.



From the left are AB Naptali Lopez, 3rd Mate Brian Belanger, GUDE Adrian Davis, Pumpman Jose Ramirez, AB Isaac Amisshah, DEU Roger Abramson, Bosun John Nichols, Chief Mate Paul Schwartz, T. Hopkins and Assistant Cook Mohamed Mosa.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 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	1	1	0	0	1	0	0	1	0	2
Baltimore	6	3	3	6	3	1	3	11	3	3
Guam	1	4	3	2	2	1	0	0	3	3
Honolulu	13	10	1	10	6	1	3	21	18	3
Houston	23	11	15	16	15	5	12	49	17	36
Jacksonville	41	27	14	26	15	7	21	68	50	26
Mobile	12	12	5	11	5	3	6	17	16	10
New Orleans	25	11	15	10	12	4	9	36	20	16
New York	33	14	19	19	7	4	13	54	20	43
Norfolk	13	19	15	4	8	9	5	27	33	17
Philadelphia	3	0	1	5	2	1	2	10	3	2
Piney Point	2	5	0	2	2	0	2	4	7	3
Puerto Rico	6	8	2	6	2	1	10	17	9	2
San Francisco	30	3	6	16	9	2	11	46	14	8
St. Louis	1	5	5	1	4	2	0	5	4	8
Tacoma	33	25	10	24	19	1	16	55	30	25
Wilmington	27	14	16	16	9	6	12	50	25	36
Totals	270	172	130	174	121	48	125	471	272	243
Port	ENGINE DEPARTMENT			STEWARD DEPARTMENT			ENTRY DEPARTMENT			
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C	
	DECK DEPARTMENT									
Algonac	0	0	1	0	0	0	0	0	1	2
Baltimore	4	3	2	5	4	1	2	5	3	1
Guam	0	0	2	0	0	0	0	0	0	2
Honolulu	5	4	2	4	1	0	2	10	10	5
Houston	18	9	2	12	5	0	9	33	13	13
Jacksonville	25	14	5	14	12	2	7	40	27	12
Mobile	9	3	0	2	2	0	0	14	7	3
New Orleans	7	13	3	6	3	0	7	16	20	6
New York	11	12	6	6	11	5	6	24	15	16
Norfolk	5	10	5	2	6	5	1	16	18	7
Philadelphia	4	2	3	0	1	2	0	7	6	1
Piney Point	3	3	4	0	3	1	1	3	5	4
Puerto Rico	5	5	1	7	3	0	2	5	3	1
San Francisco	12	11	6	8	6	1	3	16	12	6
St. Louis	4	1	3	1	1	0	1	3	3	4
Tacoma	17	11	3	10	6	5	8	20	21	10
Wilmington	13	7	2	7	5	2	5	15	17	8
Totals	142	108	50	84	69	24	54	227	181	101
Algonac	1	0	0	0	0	0	0	1	1	0
Baltimore	1	0	0	2	0	0	1	3	0	0
Guam	1	1	2	0	1	2	0	2	0	0
Honolulu	11	2	4	10	2	1	3	18	6	8
Houston	15	3	3	13	2	1	11	24	3	4
Jacksonville	25	6	6	18	4	3	6	34	8	14
Mobile	7	1	0	4	1	0	2	9	0	0
New Orleans	9	5	3	7	1	3	3	12	10	3
New York	15	6	3	11	7	1	9	26	7	9
Norfolk	12	12	8	4	9	5	1	20	14	7
Philadelphia	1	1	0	3	0	0	0	5	2	1
Piney Point	4	5	1	3	2	0	0	5	5	2
Puerto Rico	2	0	0	0	0	1	1	4	1	0
San Francisco	26	5	0	15	3	0	6	38	7	0
St. Louis	1	0	0	0	0	0	0	1	1	1
Tacoma	19	0	1	19	1	1	14	34	1	3
Wilmington	23	6	1	17	2	0	10	41	10	1
Totals	173	53	32	126	35	18	67	277	76	53
Algonac	1	4	1	0	1	0	0	1	5	3
Baltimore	0	6	5	0	3	4	0	1	4	7
Guam	0	2	1	0	2	0	0	0	5	1
Honolulu	10	10	23	6	2	1	0	14	34	64
Houston	8	19	20	2	8	3	0	8	23	46
Jacksonville	4	16	17	4	12	7	0	3	35	42
Mobile	0	6	4	0	3	1	0	1	9	6
New Orleans	2	8	11	2	2	2	0	4	19	27
New York	8	28	35	2	14	9	0	14	60	63
Norfolk	0	8	14	0	5	8	0	2	20	27
Philadelphia	0	2	3	0	0	1	0	0	5	4
Piney Point	2	30	24	0	9	22	0	3	36	15
Puerto Rico	3	2	0	2	1	3	0	7	7	4
San Francisco	5	8	16	3	5	10	0	10	27	21
St. Louis	0	2	0	0	0	1	0	0	2	0
Tacoma	5	19	5	4	17	4	0	6	32	30
Wilmington	3	6	9	2	2	3	0	11	15	27
Totals	51	176	188	27	86	79	0	85	338	387
Totals All Departments	636	509	400	411	311	169	246	1,060	867	784

*"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.

August & September 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

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

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

Personals

SERGIO CASTELLANOS

Please contact your brother at (773) 728-8331 or write to him at 4830 North Hoyne Street, Chicago, IL 60640.

JOHN WILLIAMS

Scott Heginbotham would like to get in touch with John Williams, who was last known to be sailing MSC. Please contact Scott at M/V Maersk Arizona, c/o Maersk Lines, Ltd., 120 Corporate Blvd., Suite 400, Norfolk, VA 23502-4952.

ATTENTION SEAFARERS:



**Seafarers International Union
Directory**

Michael Sacco, *President*
 John Fay, *Executive Vice President*
 David Heindel, *Secretary-Treasurer*
 Augustin Tellez, *Vice President Contracts*
 Tom Orzechowski,
Vice President Lakes and Inland Waters
 Dean Corgey, *Vice President Gulf Coast*
 Nicholas J. Marrone, *Vice President West Coast*
 Joseph T. Soresi, *Vice President Atlantic Coast*
 Kermet Mangram,
Vice President Government Services
 René Lioecanje, *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 Kalihii St., Honolulu, HI 96819
 (808) 845-5222

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

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

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

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

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

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

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

Government Services Division: (718) 832-8767

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

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

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

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

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

Government Services Division: (415) 861-3400

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

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

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

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

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

NMU Monthly Shipping & Registration Report

MAY 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	5	1	2	3	0	0	2	5	5	2
Houston	9	1	3	2	1	1	11	14	2	7
Harvey, LA	3	0	1	2	0	1	3	11	0	2
New York	17	1	1	7	0	0	14	41	7	6
Norfolk	7	0	0	3	0	0	0	5	0	0
San Pedro	12	0	1	4	0	0	9	28	4	2
Savannah	3	2	0	0	0	0	7	8	0	1
Tacoma	2	0	0	3	0	0	7	1	0	0
Totals	58	5	8	24	1	2	53	113	18	18

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	4	1	0	2	0	0	1	2	0	0
Houston	5	1	3	6	0	0	7	1	3	10
Harvey, LA	1	0	0	0	0	0	0	4	1	0
New York	3	1	1	0	0	0	3	24	11	6
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	6	0	0	1	0	0	5	22	0	0
Savannah	5	2	0	1	0	0	3	8	0	1
Tacoma	3	0	1	0	0	0	3	14	2	1
Totals	28	5	5	10	0	0	22	76	35	18

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	2	2	0	1	0	0	0	0	2	0
Houston	4	0	4	1	0	0	4	7	2	4
Harvey, LA	2	0	1	4	0	0	1	5	1	1
New York	6	0	1	4	0	0	2	19	4	3
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	5	0	0	1	0	0	6	16	0	1
Savannah	0	1	0	0	0	0	2	2	1	0
Tacoma	1	2	0	1	0	0	1	0	5	0
Totals	21	5	6	12	0	0	16	50	15	9

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	2	2	0	1	0	0	1	2	13	0
Houston	2	2	3	0	0	0	9	12	23	39
Harvey, LA	1	0	2	0	0	0	1	5	10	6
New York	3	3	3	0	0	0	6	23	41	39
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	2	0	0	4	0	0	7	43	22	8
Savannah	0	5	0	0	0	0	5	1	4	4
Tacoma	1	1	2	1	1	0	5	3	46	13
Totals	11	13	10	6	1	0	34	89	159	109

Totals All Departments	118	28	29	52	2	2	125	328	227	154
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PIC-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner **Biagio A. Caruso** of Merced, Calif.

The one on the far right was taken in June 1934 aboard the *SS Orizaba*, a Ward Line vessel. Caruso is standing at left. His best friend, Jackie McCoy, is in front. The other picture is of Caruso, taken one year ago on his 85th birthday.

Caruso joined the union in San Francisco and sailed in the steward department. His first ship was the *President Wilson*. He retired in 1980.

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





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.

Eleven Seafarers are announcing their retirements this month.

Seven of the retirees sailed in the deep sea division and four navigated the inland waterways.

Two of the retirees worked in the deck department, four shipped in the engine department and six sailed in the steward department.

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

DEEP SEA



ABDUL AZIZ, 65, started his SIU career in 1964, joining in the port of Baltimore. His first ship was the *Trans-eastern*, operated by Transeastern Shipping. Born in Arabia, he sailed in the steward department. Brother Aziz last worked aboard the *Sea-Land Leader*. Brooklyn, N.Y. is his home.

JAMES R. BOYLE, 65, hails from New York. Brother Boyle joined the Seafarers in 1979 in San Francisco. He first went to sea aboard the *Santa Mariana*, a Delta Steamship Lines vessel. The steward department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. in 1995. He last worked on the *Cape Mohican*. Brother Boyle lives in San Francisco.



JIMMIE C. COOMBS, 62, started his SIU career in 1967 in the port of Norfolk, Va. Brother Coombs' initial voyage was aboard Bloomfield Steamship's *Neva West*. A native of West Virginia, he shipped in the engine depart-



ment. Brother Coombs upgraded his skills in 1976 and 1981 in Piney Point, Md. and last worked on the *Overseas Juneau*. He resides in Ocala, Fla.

GURU KHALSA, 64, joined the Seafarers in 1970 in the port of New York. Brother Khalsa first shipped aboard InterOcean Management Corp.'s *Ft. Hoskins*. The engine department member worked in the deep sea as well as inland divisions and was a frequent upgrader at the Seafarers training school. Brother Khalsa last worked aboard a Moran Towing vessel. Born in Colombia, he makes his home in Katy, Texas.



SHAN KWEN MOON, 71, joined the Seafarers in 1989 in the port of Honolulu. Born in China,

he worked primarily aboard American Hawaii Cruises vessels, including the *SS Independence*. The engine department member enhanced his skills at the Seafarers training school last year. Brother Moon is a resident of Honolulu.

YUN GAO PERNG, 69, started his SIU career in 1989 in the port of Honolulu. The steward department member worked primarily on vessels operated by American Hawaii Cruises, the last being the *SS Independence*. Brother Perng

upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship last year. Born in China, he now calls Honolulu home.



OLGA CONNIE VELASQUEZ, 69, began her career with the Seafarers in 1982 in San Francisco. Her initial voyage

was aboard the *Santa Maria*, a Delta Steamship Lines vessel. Born in San Francisco, Sister Velasquez worked in the steward department. She upgraded her skills at the Seafarers training school in 1985. Her most recent voyage was on Matson Navigation's *Matsonia*. Sister Velasquez is a resident of Zephyr Cove, Nev.

INLAND

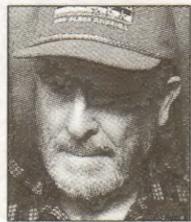
ANDREW M. CHISHOLM, 46, was born in Miami. Boatman Chisholm joined the SIU in 1974 in the port of Piney Point, Md. He first shipped aboard a Hvide Marine vessel. Boatman Chisholm worked in both the engine and deck departments, last sailing on a vessel operated by Seabulk Tanker, Inc. He is a resident of Port Neches, Texas.



JESSE B. GARDNER, 70, started his career with the Seafarers in 1978 in the port of Philadelphia. Boatman

Gardner shipped in the steward department and worked primarily aboard Express Marine, Inc. vessels. The U.S. Army veteran upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship last year. He lives in his native New Bern, N.C.

MICHAEL H. O'KANE, 65, began his SIU career in 1974 in the port of Philadelphia. He first



worked for the SIU aboard a Mariner Towing vessel. Boatman O'Kane shipped in the deck department. He last sailed on a vessel operated by Interstate Oil Transport Co. Boatman O'Kane is a resident of Abington, Pa.



BETTY JEAN REICHERT, 64, started her career with the SIU in 1987. The Missouri native shipped

in the steward department. Boatman Reichert worked primarily on vessels operated by Orgulf Transport Co. She makes her home in Paducah, Ky.

Editor's Note: The following union brothers and sisters, all members of the NMU and participants in the NMU Pension Trust, went on pension since January. Their names appear alphabetically and according to the month in which their retirements became effective.

February

Charles Clark
James Kerns
Jay Michell
George Snay

March

Miguel Aponte
Simmons Berlin
Sidney Davis
Manual Deafonseca
Andrew Holmes
Charles Jackson
Curtis Johnson
Bruce Keene
Juan Martinez
Frank Papez
Francesco Pipitone
Sheldon Privin

April

Donald J. Barenhorst
Carl W. Bennett Jr.
Sandra Dace
Willie V. Fowler
Donovan Hall
Eugene M. Jones
Lewis D. Smith
John Trachin

May

Joseph Bell
Wilson Holmes
Joe L. Huiett
William D. Orr
Ramon Ortiz
John Pena
Nelson Paillaman
Willie Porter
Ruben Thompson
Claude C. Turley

June

Jose Adames
Robert Brown
Frank Chavez
Ralph Coffey
Leon Hayes
Carl Jones
John Kish
Niels Ladefoged
Goerge Lewis
Jose Marroquin
Pedro Miranda
Merriion Severan
Surendar Singh
Gumercindo Suazo
Miguel Tirando

Reprinted from past issues of the Seafarers LOG

1940

The constitution adopted in 1939 provided for the establishment of two separate districts: the Atlantic District and the Gulf District, with two separate headquarters, one in New York and one in New Orleans, and two separate bookkeeping and financial systems. The membership of the two districts, in a 30-day referendum vote, voted overwhelmingly to amalgamate the two districts. The amalgamation resolution which was adopted provides that the headquarters of the Atlantic and Gulf District will be in Washington, D.C. until the next election, and that all of the financial and bookkeeping work shall be done in that office.

1965

The SIU sharply challenged assertions by international oil company spokesmen that an oil import quota for American-flag merchant vessels would be discriminatory and would invite retaliation by foreign maritime nations. A proposal that 30 percent of all crude oil and petroleum imported into this country be reserved for American-flag ships was presented to the President's Maritime Advisory

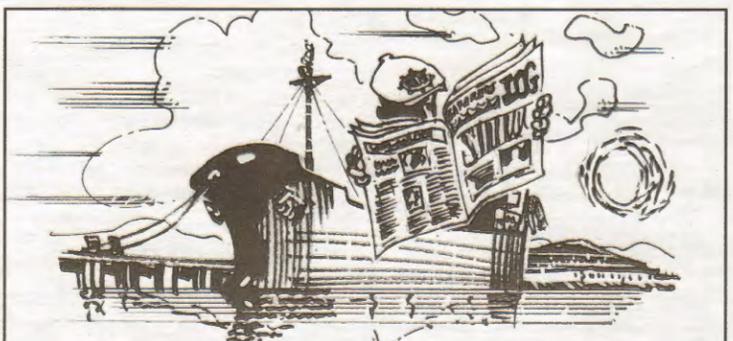
Committee at its last meeting on June 21 by a subcommittee consisting of Theodore W. Kheel, New York City labor-management arbitrator; Lane Kirkland, executive assistant to AFL-CIO President George Meany; and J. Paul St. Sure, president of the Pacific Maritime Association. Copies of the SIU statement were sent to the Department of Interior as well as to the members of the appropriate House and Senate committees.

Association. Copies of the SIU statement were sent to the Department of Interior as well as to the members of the appropriate House and Senate committees.

1990

President Bush's decision to move American military forces into the Middle East propelled large numbers of sealift vessels into the area of conflict. Crewed by members of the Seafarers International Union and other American unions, privately operated ships under contract to the Military Sealift Command (MSC) and vessels in the Ready Reserve Force (RRF) were deployed to take part in Operation Desert Shield, the Department of Defense name for the Pentagon's response to the Persian Gulf crisis. The president's action was provoked by Iraq's invasion of Kuwait and the threat of further Iraqi aggression directed towards Saudi Arabia.

THIS MONTH IN SIU HISTORY

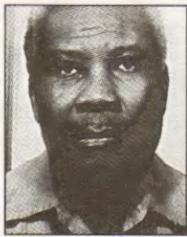


If anyone would like to share an article or photograph with the LOG readership, please send it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.

Final Departures

DEEP SEA

RICARDO ALVAREZ



Brother Ricardo Alvarez, 65, passed away April 18. He joined the Seafarers in 1992 and first shipped aboard the *SS Independence*, an American Hawaii Cruises vessel. Born in Honduras, Brother Alvarez worked in all three departments and last went to sea on the *Global Mariner*. He lived in Bronx, N.Y.

ROBERT BELL



Pensioner Robert Bell, 71, died April 10. Brother Bell began his SIU career in 1947 in the port of New York. A member of the deck department, he first shipped on the *Martin M. McCarver*, a Waterman Steamship Corp. vessel. The Alabama-born mariner last went to sea aboard the *Major Stephen J. Pless*, another Waterman ship. Brother Bell began collecting his pension in 1986 and made his home in Cantonment, Fla.

WALTER BROWN



Pensioner Walter Brown, 82, passed away March 21. Brother Brown started his career with the Seafarers in 1947 in the port of New York.

His initial voyage was aboard Alcoa Steamship Co.'s *Alcoa Runner*. Born in Alabama, he worked in the steward department. Brother Brown last went to sea on the *Del Viento*, a Delta Steamship vessel. He started collecting his retirement stipend in 1982 and was a resident of Mobile, Ala.

CHRIS CAMPOS



Brother Chris Campos, 30, died May 1. He joined the SIU in 1993 in the port of Piney Point, Md. A native of Texas, he first went to sea aboard the

USNS Bold, a U.S. Marine Management vessel. Brother Campos worked in the deck department and last sailed on the *Industrial Challenger*. He lived in his native state in the city of Wharton.

WILSON E. DIRLAM



Pensioner Robert Wilson Dirlam, 88, passed away May 9. He joined the Seafarers in 1951 in Detroit. Brother Dirlam's initial

voyage was aboard Sinclair Oil Corp.'s *Robin Gray*. He sailed in both the deep sea and Great Lakes divisions. The Newark, N.J. native worked in the engine department and last sailed on the *J.T. Hutchinson*, an American Steamship vessel. Brother Dirlam began receiving his pension in 1979 and was a resident of Cherokee, Texas.

AMERICO FARIA

Pensioner Americo Faria, 78, died May 4. He joined the Seafarers in



1959 in San Francisco. Brother Faria was a veteran of the U.S. Army, serving from 1944 to 1946. Born in New Bedford, Mass., Brother

Faria shipped in the engine department. His last voyage was aboard the *Sea-Land Trader*. Brother Faria started receiving compensation for his retirement in 1993. He called Sacramento, Calif. home.

AHMED HASSAN



Brother Ahmed Hassan, 65, passed away Feb. 13. He started his SIU career in 1980 in San Francisco. Brother Hassan first sailed on the *Sea-Land Leader*. Born in Yemen, he worked in all three departments and last shipped aboard the *Maui*, a Matson Navigation Co. vessel. Brother Hassan lived in Queens, N.Y.

HELEN V. MARTIN



Pensioner Helen V. Martin, 77, died April 24. Born in Rhode Island, Sister Martin started her career with the Marine Cooks and Stewards

(MC&S) in 1957 in San Francisco. Her maiden voyage was aboard the *SS Monterey*. The steward department member also had many voyages aboard the *SS Mariposa*. Sister Martin spearheaded various events for "petticoat sailors" and members of other seniors' groups in her area after retiring. She was honored as the "Star of Lake County" (Calif.) and "Senior of the Year for 2001" in recognition of her dedicated service to seniors. Sister Martin began receiving compensation for her retirement in 1980. She lived in Clearlake Oaks, Calif.

ANTONIO QUINTANA



Pensioner Antonio Quintana, 67, passed away April 1. Brother Quintana began his career with the Seafarers in 1977 in the port of New York.

His first sea voyage was aboard the *Overseas Joyce*. Born in Las Marias, P.R., he worked in all three departments. Brother Quintana last went to sea on the *Ambassador*, a Crowley American Transport, Inc. vessel. He began receiving his pension in 2001 and resided in Kissimmee, Fla.

RICARDO RODRIGUEZ



Pensioner Ricardo Rodriguez, 72, died May 4. He started his SIU career in 1951 in the port of Houston. Brother Rodriguez first

shipped on Terminal Steamship's *Southern Counties*. The Texas-born mariner worked in the deck department. Brother Rodriguez last went to sea aboard the *Cape Washington*, a Mt. Washington Tankers Corp. vessel. He started collecting compensation for his retirement in 1989 and lived in Galveston, Texas.

ARTHUR SCOTT

Pensioner Arthur Scott, 86, passed away March 14. Brother Scott started his career with the MC&S in 1979 in San Francisco. Born in Texas, he worked in the steward department. Brother Scott started receiving retirement compensation in 1979 and made his home in Sunnyvale, Calif.

HEINZ SEEL



Pensioner Heinz Seel, 89, died March 16. Born in Germany, Brother Seel started his SIU career in 1962 in San Francisco. The deck

department member worked primarily aboard vessels operated by Delta Steamship Lines, including the *Santa Magdalena*. Brother Seel started receiving retirement stipends in 1981 and was a resident of Petaluma, Calif.

JOHN SILVA

Pensioner John Silva, 77, passed away Dec. 25. Brother Silva joined the Seafarers in 1959 in the port of New York. Born in Massachusetts, he served in the U.S. Navy from 1942 to 1954. He first sailed for the SIU aboard the *Pacific Wave*. The steward department member last worked on the *Sea-Land Portland*. Brother Silva started receiving his pension in 1991. He made his home in Lake Stevens, Wash.

CHARLES SMITH

Pensioner Charles Smith, 92, died March 11. Brother Smith started his career with the MC&S in San Francisco. The Mississippi native shipped in the steward department. He started collecting compensation for his retirement in 1975. Brother Smith was a resident of Los Angeles.

CLAYTON THOMPSON



Pensioner Clayton Thompson, 84, passed away Jan. 13. Brother Thompson joined the Seafarers in 1951 in the port of New Orleans. He was

a veteran of the U.S. Army and first sailed for the SIU aboard the *Alcoa Patriot*, an Alcoa Steamship Co. vessel. The Kentucky native shipped in the deck department as a bosun and last sailed on the *Sea-Land Producer*. Brother Thompson started receiving his pension in 1987 and called Avondale, La. home.

INLAND

HENRY CIESIELSKI



Pensioner Henry Ciesielski, 77, died May 7. Born in Maryland, Boatman Ciesielski began his career with the Sea-

farers in 1954 in the port of Baltimore. A military veteran, he served in the U.S. Army from 1943 to 1946. He shipped in the deck department and spent time at the helms of vessels as a captain. Boatman Ciesielski started receiving his pension in 1985 and lived in Baltimore.

LUTHER DAVIDSON



Pensioner Luther Davidson, 81, passed away Feb. 17. Boatman Davidson began his SIU career in 1979 in the port of Norfolk, Va. The deck

department member was a veteran of the U.S. Army. As a Seafarer, the North Carolina native worked primarily aboard vessels operated by Michigan Tankers. Boatman Davidson began drawing retirement stipends in 1987 and was a resident of Chesapeake, Va.

WILLIAM FIORDLANO

Boatman William Fiordlano, 61, died Jan. 5. He joined the Seafarers in 1997 in the port of Philadelphia. The Redbank, N.J. native worked in the deck department and shipped as a captain. He first worked at the helm of a Turecamo Maritime vessel. Boatman Fiordlano last sailed on a vessel operated by McAllister Towing of Philadelphia. He made his home in Allentown, N.J.

CHARLES HERBERT



Pensioner Charles Herbert, 73, died Jan. 19. The Maryland native served in the U.S. Army from 1950 to 1953. Boatman Herbert joined

the Seafarers in 1972 in the port of Baltimore. He sailed with Maritrans for 21 years, primarily as a senior tugboat captain. He also sailed with Harbor Towing and Vane Brothers, both of Baltimore. Boatman Herbert began receiving his pension in 1990. He lived in Pasadena, Md.

ALVIN HUNLEY

Pensioner Alvin Hunley, 101, passed away Jan 26. Boatman Hunley began his career with the Seafarers in 1961, joining in the port of Norfolk, Va. The deck department member was born in Virginia. He was last employed on a Pennsylvania Railroad Co. vessel. Boatman Hunley began drawing stipends for his retirement in 1965 and resided in Gloucester, Va.

JAKE F. KELLEY



Pensioner Jake F. Kelley, 75, passed away Feb. 16. Boatman Kelley joined the Seafarers in 1949 in the port of New York. Born in Ala-

bama, he sailed in the inland as well as deep sea divisions. The engine department member first shipped aboard the *Monarch of the Sea*, a Waterman Steamship Corp. vessel. Boatman Kelley last worked aboard a G&H Towing vessel and started receiving retirement stipends in 1992. He lived in Mobile, Ala.

BERYL PETERSON



Pensioner Beryl Peterson, 86, died Jan 21. Boatman Peterson started his career with the Seafarers in 1958 in the port of Mobile, Ala.

He served in the U.S. Navy from 1934 to 1939. Born in Trinton, Fla., Boatman Peterson shipped in the engine department. He was a resident of Center Point, Texas and began receiving his retirement compensation in 1980.

ARCADIO RIVERA

Boatman Arcadio Rivera, 54, passed away Jan. 12. He joined the Seafarers in 1992 in San Juan, P.R. Born in Arecibo, P.R., Boatman Rivera shipped in both the engine and deck departments and worked primarily aboard vessels operated by Crowley Towing & Transportation. He lived in his native commonwealth in the city of Bayamon.

ROBERT SUMMERS

Pensioner Robert Summers, 52, died Jan. 3. Boatman Summers began his SIU career in 1962. A member of the deck department, he last shipped aboard a Northern Towing Co. vessel. Boatman Summers began collecting compensation for his retirement in 2000. He was a resident of Marble Hill, Mo.

ROBERT WATKINS

Pensioner Robert Watkins, 52, passed away April 6. Boatman Watkins started his career with the Seafarers in 1971 in the port of Norfolk, Va. The Wilmington, N.C.-born mariner worked primarily aboard vessels operated by Cape Fear Towing Co. A member of the deck department, he shipped as a captain. Boatman Watkins started receiving his pension in 1993. He called Leland, N.C. home.

ALFRED WILLIAMS



Brother Alfred Williams, 63, died Jan 27. Boatman Williams started his SIU career in 1970 in the port of New York. His first sea voyage was aboard the *Inger*, a Reynolds Metal Co. vessel. The Texas native worked in the steward department. He last sailed on the *Sealift Atlantic*. Boatman Williams was a resident of Houston.

GREAT LAKES

LESTER GREENFELDT



Pensioner Lester Greenfeldt, 83, passed away May 6. Brother Greenfeldt joined the Seafarers in 1960 in Detroit. A military vet-

eran, he served in the U.S. Coast Guard from 1939 to 1945. Born in Wisconsin, his initial voyage under the SIU colors was on an American Steamship Co. vessel. A deck department member, he shipped as a bosun. Brother Greenfeldt last sailed aboard the *Adam E. Cornelius*, another American Steamship vessel. He started receiving compensation for his retirement in 1983 and was a resident of Green Bay, Wis.

LEONARD JASKOLSKI

Pensioner Leonard Jaskolski, 80, died May 7. He started his SIU career in 1947 in Detroit. Brother Jaskolski served in the U.S. Coast

Continued on page 20

Digest of Shipboard Union Meetings

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

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

CHALLENGER (CSX Lines), April 5—Chairman **Thomas J. Lynch**, Secretary **Brandon D. Maeda**, Educational Director **Clive A. Steward**. Chairman announced payoff April 9 in Houston, Texas. He reminded crew members to keep STCW training and TRBs up to date and to upgrade at Piney Point for self betterment and increased income. Educational director noted SMPPP statements due out soon. He requested clarification on several rules, including whether time off counts toward rotary schedule. No beefs or disputed OT reported. Next ports: New Orleans; Houston; San Juan, P.R.

ENDURANCE (Maersk Lines), April 14—Chairman **John D. Kelley Jr.**, Secretary **Tommy E. Belvin**, Educational Director **Nicholas A. Vieira**, Deck Delegate **Carlos Bonilla**, Engine Delegate **Chester G. Wheeler III**, Steward Delegate **Enrique Garrido**. Chairman stressed need for crew members to check that beneficiary cards are up to date and to leave rooms clean for next person. Educational director talked about importance of contributing to SPAD and of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew requested vessel be equipped with satellite TV or radio system. Crew gave vote of thanks to steward department for great job. Steward department, in turn, thanked rest of crew for their help.

EXPLORER (USSM), April 28—Chairman **George B. Khan**, Secretary **Douglas J. Swets**, Educational Director **Jimmie M. Robles**, Deck Delegate **Harry Claar**, Engine Delegate **Fadez Mohamad**, Steward Delegate **Othello Dansley**. Chairman and secretary thanked crew members for their hard work. Painting and waxing done by deck gang on inside of house looks great. Educational director reminded everyone of upgrading opportunities available at Piney Point. Treasurer announced \$3,773 in ship's fund. Two phones and phone cards already purchased. Will get new TV in Long Beach, Calif. No beefs or disputed OT reported. Steward department gave out "great shipmate" awards to crew (e.g., greatest GSU, cleanest room). Next port: Long Beach.

FIDELIO (American "V" Ships), April 15—Chairman **Albert Austin**, Secretary **Leola Johnson**, Deck Delegate **Philip D. Reynolds**. Chairman talked about requirements for benefits and vacation. Secretary stated payoff to take place in next port, Baltimore, and reliefs to come aboard in Baltimore, Charleston and Brunswick. Educational director advised crew members to attend courses at Paul Hall Center and check expiration dates on shipping documents. Captain is in charge of ship's fund and is very fair about buying movies, stereo equipment, VCRs, etc. as needed. New stereo purchased for gym, and recommendations made for new weight bench and magazine subscriptions. No beefs or disputed OT reported. Request made for copies of current contract and benefit plans.

GUAYAMA (Puerto Rico Marine), April 24—Chairman **Raymond F.**

Gorju, Secretary **Gina G. Lightfoot**, Educational Director **Daniel P. Gibbons**, Deck Delegate **James R. Blitch**, Engine Delegate **Charles Dallas**, Steward Delegate **Michael A. Harris**. Chairman announced new mattresses received and noted more on order. Payoff scheduled for April 26 in San Juan at which time everyone will find out more about sale of company. He thanked crew members for keeping messhall and lounge clean and thanked steward department for fine job. Secretary stated provisions aboard ship are plentiful. Educational director reminded crew of educational opportunities available at Piney Point. No beefs or disputed OT reported. Suggestions made that OT be converted to pension credits and that people working graveyard shift be paid more. Steward department given vote of thanks. Next ports: San Juan; Jacksonville.

INNOVATOR (USSM), April 7—Chairman **Steve Kastel**, Secretary **Jose M. Bayani**, Educational Director **Chris Earhart**, Deck Delegate **Richard L. Volkart**, Steward Delegate **Mostafa Loumrhari**. Chairman announced payoff April 10 upon arrival in Long Beach, Calif. He reminded crew members to use new washing machine for better clothes and older one for dirty and greasy items. Secretary thanked bosun and his gang for painting job well done and electrician for installing new washer and dryer. Educational director stressed upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. TV and VCR are working well. Steward department given vote of thanks for good food.

LIBERTY GLORY (Liberty Maritime Corp.), April 14—Chairman **Juan M. Rivas**, Secretary **Kenneth Whitfield**, Deck Delegate **Christopher C. Chikwere**, Engine Delegate **Robert L. Stevenson**, Steward Delegate **Cirilo S. Centeno**. Chairman thanked everyone for good trip to and from Africa. He read president's report from February LOG and reminded crew members about separating plastic items from regular trash. He announced payoff April 20 in Lake Charles, La. and requested everyone clean room for next person before leaving ship. Secretary thanked crew for helping keep ship clean. He asked that members read LOG and contract. He also advised unlicensed apprentices to work hard and learn as much as possible to show others that the SIU has the best seafarers. Educational director urged everyone to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew members were informed about importance of contributing to SPAD for job security. Suggestion made for company to install water fountain on upper deck. Thanks given to steward department for job well done.

MAERSK TENNESSEE (Maersk Lines), April 21—Chairman **Reginald A. Watkins**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtaugh**, Deck Delegate **John M. Walsh**. Chairman reminded crew members to report all accidents immediately

to department head or available officer in charge. Secretary asked, as a courtesy to galley gang, that those members going ashore in port not return to vessel at last minute looking for food. He thanked crew members for help in keeping inside of house clean and reminded them to return all movies to proper storage area when finished. Educational director noted that deadline has passed for STCW training compliance. He stressed importance of contributing to SPAD for future of our union jobs. Treasurer announced \$600 in ship's fund. Suggestion made to use some of money to purchase 220 volt VCR rewinder. No beefs or disputed OT reported. Next ports in Panama, Columbia, Peru and Chile.

MARINE COLUMBIA (ATC), April 10—Chairman **Gregory L. Hamilton**, Secretary **John F. Huyett**, Educational Director **Ronald Gordon**, Deck Delegate **Ramon T. Guimba**, Engine Delegate **Detricke R. Kelly**, Steward Delegate **Albert L. Sison**. Chairman announced payoff April 11 at Cherry Point, Wash. Will call, when in phone range, to confirm patrolman from Tacoma hall. Treasurer stated \$2,582.52 in unlicensed fund and \$60 in TV fund. No beefs or disputed OT reported.

OVERSEAS BOSTON (ATC), April 10—Chairman **Eric A. Berry**, Secretary **Gregory G. Keene**, Deck Delegate **Ivan Ingrahm**, Engine Delegate **Li Carter**, Steward Delegate **Randy Proctor**. Chairman stated shipboard meetings should be held once a month. He said that anyone needing more heat or air (or other repairs) in their rooms should write a note and put in on chief engineer's door. Secretary advised crew members to upgrade skills at Piney Point. Anyone with a drug or alcohol problem should attend the ARC. Confidentiality will be assured. Educational director noted that crew members are responsible for keeping track of their hours worked as per watchstanding agreement. No beefs or disputed OT reported. Crew members advised that e-mail is public domain so any messages may be seen by many people. Question asked regarding when ship will have direct internet service. Deck department would like locker next to crew laundry converted to changing room. Request also made for shelves in slop locker for storage of gloves, safety glasses, hard hats, etc. Crew also suggested luggage locker and a 2 a.m. launch to and from shore for the 8 to 12 watch. Steward was asked to order more comforters for cold weather. AB **Dennis Goodwin** was thanked for starting collection for 3rd mate who had a death in the family. Funds will help defray transportation costs. Next port: Long Beach, Calif.

OVERSEAS NEW ORLEANS (OSG Ship Management), April 28—Chairman **Thomas R. Temple**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Juan H. Torres**, Engine Delegate **Peter E. Joseph**, Steward Delegate **Wilfred E. Lambey**. Chairman announced vessel may be going into shipyard in June or July. He suggested crew members attend courses at Paul Hall Center and get STCW basic training if they have not already done so. No beefs or disputed OT reported. Bosun reminded everyone to read LOG each month and find out what union and industry are doing. New washing machine received for crew laundry. Everyone asked to be considerate in passageways and when closing doors. Others may be trying to sleep. Steward department thanked for good job. Next port: Corpus Christi, Texas.

PACIFIC (CSX Lines), April 22—Chairman **Benedict B. Born**, Secretary **Robert P. Mosley**, Educational Director **Keith L. Jordan Sr.**, Deck Delegate **Rene Rafer**, Engine Delegate **Joseph I. Laguana**, Steward Delegate **Steven M. Sun**. Bosun thanked crew for good trip and gave a vote of thanks to the steward department. He also reminded everyone of importance of donating to SPAD and how it benefits membership. He asked that all crew members getting off vessel leave rooms clean with fresh linen for next person and check in with patrolman

Herman, Engine Delegate **Gregory Carroll**, Steward Delegate **Al Maramba**. Chairman announced ABs on ATC ships to get wage increase to dayman's pay. ATC is trying to make these positions more attractive. Bosun reminded all seamen to work together for a better ship and a stronger union, and he thanked all for great safety record. Any disputes should first be taken up with department delegates or ship's chairman. Educational director advised everyone to upgrade skills at Paul Hall Center and watch safety videos provided by ATC. No

Maersk Arizona Returns from Middle East



SIU Vice President West Coast Nick Marrone (far right) meets with crew members on the Maersk Arizona following a shipboard meeting in the port of San Francisco. The Maersk Lines vessel recently returned from a voyage to Saudi Arabia.

after leaving customs and immigration. Secretary advised everyone to upgrade at Paul Hall Center and take advantage of the many courses they have to offer. He also suggested crew members check that all shipping documents are up to date. Educational director stressed need to read monthly LOGs to keep abreast of union and industry news. Treasurer announced \$322 in cook-out fund and \$346 in ship's fund. No beef or disputed OT reported. Members would like for company not to give Social Security numbers in each port to gangway security for fear of identify theft. Information requested on money purchase pension plan and address and phone numbers to use by those members who have not received their statements. Crew members gave vote of thanks to steward department for job well done. They, in turn, gave vote of thanks to bosun and his gang for their hard work. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam.

PETERSBURG (IUM), April 3—Chairman **James T. Martin**, Secretary **Wendy Fearing**, Educational Director **Jessie U. Ulibas**. Chairman reminded crew members of STCW compliance deadline, which has passed. Secretary asked that everyone return dishes and silverware to messhall and advised them of proper attire to be worn in messhall. Educational director encouraged crew to continue to upgrade at Piney Point and keep all required shipping documents current. Treasurer announced \$370 in ship's fund. No beefs or disputed OT reported. Suggestions made for union to increase dental plan coverage and raise pension payments. Bosun gave vote of thanks to steward department. Clarification requested on reimbursement by company for work shoes, and question raised as to what will happen to money in SPAD fund with passage of new fundraising reform laws, particularly those pertaining to soft money. Next port: Guam.

PRINCE WILLIAM SOUND (ATC), April 28—Chairman **J. Carlos Loureiro**, Secretary **Jeff Smith**, Educational Director **Tom Woerner**, Deck Delegate **Carl**

beefs or disputed OT reported. Suggestion made for upgrade of ship's satellite system. Request made for CD burner for radio room computer. Thanks given to steward department for job well done. Next ports: Long Beach, Calif.; Valdez, Alaska.

PRODUCER (CSX Lines), April 28—Chairman **Joel A. Lechel**, Secretary **William J. Bunch**, Educational Director **Shawn L. Clark**, Deck Delegate **Lonnie R. Evans**, Steward Delegate **Chris Boronski**. Chairman thanked everyone for helping clean up after shipyard. He stated that vessel will go on new East Coast run. He urged all vacationing crew members to register at hall within 48 hours in order to reclaim jobs. He also stressed importance of contributing to SPAD. Educational director reminded crew members sailing aboard tankers of need for tankerman assistant course on z-card and asked that headquarters clarify this point to all ports. No beefs or disputed OT reported. Repairs needed to tiles on mess deck. Clarification requested on why all ports are not constitutional ports. Next ports: Tacoma, Wash.; Long Beach, Calif.; San Juan, P.R.; Jacksonville, Fla.

ROBERT E. LEE (Waterman Steamship Corp.), April 7—Chairman **Eugene T. Grantham**, Secretary **Miguel Pabon**, Educational Director **Reginald E. White**, Deck Delegate **Donald M. Hood**, Engine Delegate **Joseph Williams IV**, Steward Delegate **Jessie J. Burnett**. Chairman reported one AB was hurt and caught flight home from Bombay, India. Secretary thanked crew members for good trip with great cooperation between all three departments. Educational director noted many opportunities available to Seafarers to improve themselves in their chosen profession, including upgrading courses at Paul Hall Center. Treasurer stated \$608 in ship's fund. Everyone asked to clean room before getting off ship. Suggestion made for members to be able to retire at any age with 20 years' seetime and maintain some medical benefits if retiring at age 65 with 15 years' seetime.

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.)

Pensioner's Wife Sends Note of Thanks

My husband, James "Capt. Jim" Oliver (who joined the union in November 1945 and is now a pensioner), and I would like to thank the union for all the bonuses and the health care you have given us.

You will never know how we appreciate it, now that we are old and need help the most.

Again, our thanks to President Michael Sacco, the executive board, and all who are taking care of the pensioners. Also, a big hello to Vice President Gulf Coast Dean Corgey and Janice Hunicke, who is always so helpful in the Houston office.

I am proud to be the wife of a good SIU Seafarer for 47 years.

Georgette Oliver
Timpson, Texas

Remembering the Good Life of a Seafarer

This old man had a great life sailing on SIU ships during World War II and up to the year 1989. I joined the union in June 1943 and had the pleasure of dealing with a German sub in the Atlantic, of carrying troops into the Palau

Island invasion, and transporting Army cargo into the invasion of Okinawa—as well as being on the first ship to go into Nagoya, Japan in 1945. We had 10,000 tons of beer which the occupation forces greatly appreciated.

I sailed with Delta Lines, Isthmian, Robin and Waterman, plus a few tramp ships. The last few years, I worked aboard G&H tugs in Galveston, Houston and Corpus Christi.

It has all been a wonderful adventure, and I wouldn't trade it for anything. I am proud and pleased that the SIU has done a fine job of teaching and upgrading its members.

Life has been good, and every day is a wonderful day.

May you all go with a following sea, a tail wind and blue skies.

John Hanks
Austin, Texas

Editor's note: The following letter was printed in the May 23, 2002 edition of the Clarion News

Another Look At WWII

I'm testing the free press of the *Clarion News* with my annual letter of Maritime Day, May 22, which very few Americas are aware of, which honors the U.S. Merchant Marine of World War II.

During World War II, our government gagged the news media, claiming national security was at stake.

We were denied veteran status

and G.I. Bill benefits until 1988. Our Congress waited until most of us were dead. World War II was a declared war. The merchant marine was the only all-volunteer service of the war.

Most of us accepted death over surrender. Our record: 866 ships lost to enemy action. By percentage, we lost more men than any other branch of the service.

One out of every 25 was killed in action. We lost 100 ships on the Russian run. Also, 400 ships were lost along the eastern seaboard in 1942 while Americans watched from our shores.

During the 1942 massacre, we slept with our clothes on and our eyes open. If the U.S. Merchant Marine had failed in the Battle of the Atlantic, our Congress would be speaking German right now.

Law firms have determined we lost more than \$80,000 each in G.I. benefits. The state of Pennsylvania paid a \$500 bonus to veterans of World War II, but our merchant marine veterans are still waiting. Me too.

Peter Salvo
Clarion, Pa.

Thanks for Years Of Happiness

In going through some of my husband's papers, I found this picture taken at the Inland Boatmen's Conference in June 1984.

My husband was so proud to have upgraded from deckhand to captain at the Seafarers Harry Lundeberg School of Seamanship. A chance for him to go back

and be a part of such a wonderful conference was just overwhelming for him.

He retired in 1992 following a massive heart attack. Also in 1992, the Coast Guard pulled his licence, and that was the end of a wonderful career.

His respect and love for the union were with him until the day God took him home on Saturday, April 6, 2002. The Thursday before he passed away, he called me to his bed and told me he had to leave the dock at 2200. The hospice nurse pronounced him dead at 2200 on the 6th. Does that tell his SIU brothers what his last thoughts were of?

Thank you so much for his years of happiness.

Mrs. Robert W. Watkins
Rocky Point, N.C.



Capt. Robert Watkins and his wife, Kay, were active participants at the June 1984 Inland Boatmen's conference, held in Piney Point, Md.

Final Departures

Continued from page 18

Guard from 1942 to 1947. Born in Michigan, he worked in the deck department. Brother Jaskolski last sailed on the *Adam E. Cornelius*. He began receiving his retirement stipend in 1992 and made his home in Alpena, Mich.

PHILLIP E. WILLIAMS



Pensioner Phillip E. Williams, 80, passed away April 11. He joined the Seafarers in 1962 in Detroit. A veteran of the U.S. Navy,

Brother Williams worked primarily

aboard vessels operated by Arnold Transit Co. The Michigan-born mariner worked in all three departments and started collecting compensation for his retirement in 1987. Brother Williams lived in Wells, Mich.

ATLANTIC FISHERMAN

IVAN CONRAD

Pensioner Ivan Conrad, 96, died Jan. 19. Brother Conrad started his career with the Atlantic Fishermen's Union in Gloucester, Mass before it merged with the AGLIWD. Born in Massachusetts, he worked in the deck department. Brother Conrad lived in his native state and started receiving compensation for his retirement in 1969.

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.

MEMBER RIGHTS/LMRDA. The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in Federal court.

Union Member Rights

Bill of Rights: Union members have equal rights to participate in union activities; freedom of speech and assembly; a voice in setting rates of dues, fees and assessments; protection of the right to sue; and safeguards against improper discipline.

Copies of Collective Bargaining Agreements: Union members and nonunion employees have the right to receive or inspect copies of collective bargaining agreements.

Reports: Unions are required to file an initial information report (Form LM-1), copies of constitutions and bylaws, and an annual financial report (Form LM-2/3/4) with OLMS. Unions must make the reports available to members and permit members to examine supporting records for just cause. The reports are public information and copies are available from OLMS.

Officer Elections: Union members have the right to nominate candidates for office; run for office; cast a secret ballot; and protest the conduct of an election.

Officer Removal: Local union members have the right to an adequate procedure for the removal of an elected officer guilty of serious misconduct.

Trusteeships: Unions may only be

placed in trusteeship by a parent body for the reasons specified in the LMRDA.

Prohibition Against Violence: No one may use or threaten to use force or violence to interfere with a union member in the exercise of LMRDA rights.

Union Officer Responsibilities

Financial Safeguards: Union officers have a duty to manage the funds and property of the union solely for the benefit of the union and its members in accordance with the union's constitution and bylaws. Union officers or employees who embezzle or steal union funds or other assets commit a Federal crime punishable by a fine and/or imprisonment.

Bonding: Union officers or employees who handle union funds or property must be bonded to provide protection against losses if their union has property and annual financial receipts which exceed \$5,000.

Labor Organization Reports: Union officers must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS; and retain the records necessary to verify the reports for at least five years.

Officer Reports: Union officers and employees must file reports concerning any loans and benefits received from, or certain financial interests in, employers whose employees their unions represent and businesses that deal with their unions.

Officer Elections: Unions must hold elections of officers of local unions by secret ballot at least every three years; conduct regular elections in accordance with their constitution and bylaws and preserve all records for one year; mail a notice of election to every member at least 15 days prior to the election; comply with a candidate's request to distribute campaign material; not use union funds or resources to promote any candidate (nor may employer funds or resources be used); permit candidates to have election observers; and allow candidates to inspect the union's membership list once within 30 days prior to the election.

Restrictions on Holding Office: A person convicted of certain crimes may not serve as a union officer, employee or other representative of a union for up to 13 years.

Loans: A union may not have outstanding loans to any one officer or employee that in total exceed \$2,000 at any time.

Fines: A union may not pay the fine of any officer or employee convicted of any willful violation of the LMRDA.

(Note: The above is only a summary of the LMRDA. Full text of the Act, which comprises Sections 401-531 of Title 29 of the United States Code, may be found in many public libraries, or by writing the U.S. Department of Labor, Office of Labor-Management Standards, 200 Constitution Ave., NW, Room N-5616, Washington, DC 20210, or on the internet at www.dol.gov.)

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

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

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

SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. from July through December 2002. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	September 30 October 28	October 25 November 22
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	July 15 August 19 September 23 October 14	July 19 August 23 September 27 October 18
Bridge Resource Management (BRM) — Inland	July 1 September 30 October 21 November 11 December 9	July 5 October 4 October 25 November 15 December 13
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	August 26	August 30
GMDSS (Simulator)	July 8 October 7 November 4 December 2	July 19 October 18 November 15 December 13
Lifeboatman/Water Survival	September 16 October 14	September 27 October 25
Lifeboatman/Water Survival <i>(one week)</i>	July 15 August 19 September 30 October 28	July 19 August 23 October 4 November 1
Radar	August 5	August 14
Specially Trained Ordinary Seaman (STOS)	July 1 September 16 November 4 December 9	July 12 September 27 November 15 December 20

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week beginning January 7. Certified Chief Cook/Chief Steward classes start every other week beginning January 7.

Recertification

Bosun Steward	October 7 July 8	November 1 August 2
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Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	September 16 November 11	October 25 December 10
QMED - Junior Engineer	September 30	December 20
Welding	July 1 August 19 September 23 October 21 November 18	July 19 September 6 October 3 November 8 December 6
Engine Utility (EU)	October 20 November 25	November 15 December 20

Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Firefighting	October 7 December 2	October 18 December 13
Government Vessels	September 23	October 11
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	July 15 December 2	July 26 December 13
Tankerman (PIC) Barge* <i>(*must have basic fire fighting)</i>	August 5 September 23 October 28	August 9 September 27 November 1
Basic Fire Fighting/STCW	July 1 July 8 July 15 August 5 August 19 August 26 September 23 September 30 October 14 October 28 November 18 December 9 December 16	July 5 July 12 July 19 August 9 August 23 August 30 September 27 October 4 October 18 November 1 November 22 December 13 December 20
STCW Medical Care Provider	August 12 October 21	August 16 October 25

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 with their application. The payment should be made with a money order only, payable to LMSS.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

7/02

Paul Hall Center Classes

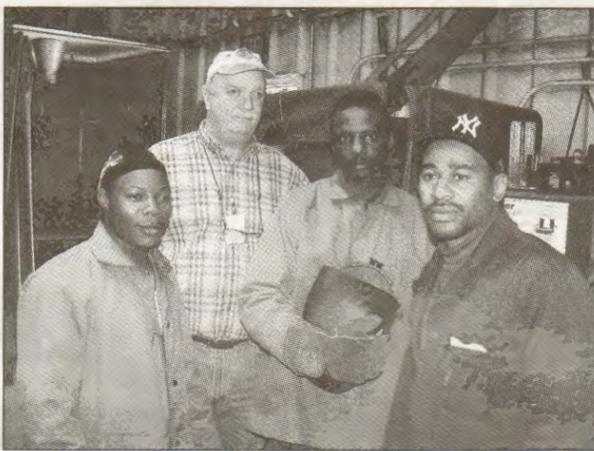


Unlicensed Apprentice Water Survival Class 627 — Unlicensed apprentices who graduated from class 627 are (kneeling, from left) Jade Belt, William Farr III, (second row) Jill McGeorge, Raul Duarosan, Gerron Foster, Keith Palmisano Jr, Ryan Johnston, Christopher Bryant, Matthew Wade Jr., (third row) Jeffery Hawkins, Eric Morales-Martinez, Antonio Reed, Angelina Willoughby and Larry Howard.



GMDSS — SIU members who completed the GMDSS training May 31 are (from left) Edward Milstead, William Palmer, Brad Wheeler (instructor), Aaron Bass, Lee Gulley, Thomas Mercer, Roy Vincent, Craig Pare, Philip Inman, Joseph Lewis and Dale Wilson.

Welding — With their instructor Buzzy Andrews (second from left) are graduates of the welding class, which ended May 24. From the left are Armando Bermudez, Samuel Grant and James Tyson.



Tanker Familiarization/Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course April 26 are (in alphabetical order) Hassan Bouqfa, Brook Bowers, Davon Brown, Eldin Ebanks, James Fekany, Robert Goodson, Frank Gray, Lee Gulley, Robert Hinkley Jr., David Hollenback, Michael Jejenich, Idowu Jonathan, William Miller, John Murray, Eddie Thomas, Andrzej and Phillip Yaros. Their instructor, Jim Shaffer, is at far right.



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

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.



Upgraders Water Survival — Upgrading SIU members who successfully completed the water survival course April 26 are (in alphabetical order) Rolando Guity, Timothy Lewis, Jason Roate, Rogoberto Ruiz, Taher Saeed, Laurie Victorino, Harry Wessel and Martha White. Their instructor, Stan Beck, is third from right (in white cap).

Computer Lab Classes



Recent graduates of the computer lab at the Paul Hall Center pose with their certificates. From the left (seated) are Robert Pinkard II, Adam Noor, (back row) Jodie Flesner, Rich Prucha (instructor), Carlos Valerio and Franklin Lind.



FOWT — Graduating from the FOWT course June 7 are (in alphabetical order) Sure Anitak, Justin Armstrong, Rafael Costas, Juanita Christia, Lance Cutchember, Jeremy Duncan, Christopher Eason, Fontanos Ellison, Trent Enoch, Vincente Escala, Cody Fleming, Sherrod Frazier, Armando Garayua, Kenneth Green, Edward Grossman, Lisa Harewood, Gerard Hayes, John Herr, Richard Ho, Arthur Hurd, Kenneth Jackson, Joseph Krajnik, Samuel Levecque, Mark Marler, Grady Mason Jr., Harry McKeever, Ashley Nelson, Christopher Offrey, David Provost, Kenneth Ross, Kenneth Smith, Richard Striverson, Daniel Thompson, Lima Valoaga, Michael Voda, Bryan Wells and Dennis Wilson. (Note: Not all are pictured.)

Paul Hall Center Classes



Munassar Ahmed, Kasem Ali, Mario Bertrand, Richard Blackman, Lawrence Brissette, Drew Brown, Valerie Bufton, Edward Bush, Mark Carpenter, Roger Cash, Rey Chang, Andrea David, Ferdinand Duenas, Kenneth Epps, Charles Colucci, Michelle Fetterly, Edward Fuller, Walter Harris Jr., Harry Brown, Robert Hudus, Taha Ismail, Army Joe Leake I and Army Joe Leake II.



Sharon Baham, Brook Bowers, David Coggio, Donald Ford, Robert Goodson, Eric Grant, Idowu Jonathan, Fabian Lanzy, Natividad Martinez, Robert Matthews, James McCarthy, Donald Pelto, Lance Riggs, Ali Saleh, William Smalley, Oswald Stoiber, Terry Tolley, Dennis Uchic, George Urban III, Richard Hamilton Jr. and Luis Filippetti.

Basic Safety Training Classes



Terry Allen, Rafael Concepcion, Clint Haxton, Peter Iannetta, Michael Jalbert, Glenn Johnson, Mahmoud Khalil, Timothy Koebel, Kenneth Lattin, Lionel Lee, James Logan, Richard Lovaas, Jerry Maya Jr., William Miller, Helen Mitchell, Allan Oyao Sr., Fernando Oyao, Deocadio Romney, Uriel Ross Sr., Taher, Saeed, Louis Scull II, Robert Steiner, Kreg Stiebben, David Stravron, Dale Suiter II, Gary Walker, Michael Wilkerson, Dulip Sookiram and Robert Weeks.



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



Rolando Batiz, Kurt Benjamin, Blaine Bisegna, Dale Erickson, Wellington Furment, Ion Irimia, Karl Leiter, Calvin Mason, Julio Soriano, Segundo Soriano, Horace Thompson and Fernin Elinton. (Note: Not all are pictured.)

Right: Cecil Husted, Mark Pruitt, Jose Quinones, Ghassan Saeed, Leodiane Torrenueva, Peter Wojcikowski, Joseph Gutierrez, William Bates and Joseph Baselice. (Note: Not all are pictured.)



Carlos Boiser Jr., Daniel Crawford, Samuel Deason, Roger Griswold, Joseph Gutierrez, William Hudgins Jr., Troy Mack, Larry Morissette, Annie Nodd, Amin Quraish, Gilberto Serrano, Ronnie Woodruff and William Bates.



Douglas Burch, Glen James Sr., Neil Johnson, John Magennis, Michael Mefferd, Kurt Sandberg, Jose Santos, William Scully, Randall VanHorn, Wilfredo Velez, David Wakeman, James Woods and David Hudgins.



The

www.seafarers.org

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NMU PLANS

See page 8
for an update
on the NMU Plans.

Maritime Day 2002 Celebrations



National Maritime Day 2002—May 22—was celebrated in many ports around the world. Since the event occurred so close to the deadline for the June 2002 *LOG*, just the Washington, D.C. observances were highlighted in that edition. On this page are other commemorations of the one day set aside to remember the many accomplishments and sacrifices made by merchant mariners throughout history.



NORFOLK

Town Point Park in Norfolk, Va. was the site of the Maritime Day observances, sponsored by The Propeller Club of the United States, Port of Norfolk.

Above left: Norfolk Port Agent Georg G. Kenny (left) and VP Kermett Mangram (right) congratulate Lloyd "Doug" Richardson for his 67 years of sailing.

Virginia Pilot Association and McAllister tugs participate in the day's activities (left), while officials aboard the Va. Pilot Boat *Dominion* (right) prepare to lay a commemorative wreath.



Above, SIU member Lloyd "Doug" Richardson poses with his family during the Maritime Day observances.

Richardson has been sailing for 67 years and, at 82, is the oldest active Seafarer registered for employment in the port of Norfolk.

He began his career when he was 15, working aboard tugs and barges hauling coal along the East Coast. His deep sea career commenced when he was 22 years old, as an ordinary seaman aboard the *Alexander G. Bell*. He was on that ship in 1943 in the port of Naples, Italy, when it was subjected to bombing by enemy aircraft. He also served aboard the *James W. Nesmith*, which was torpedoed by German U-boats.

Richardson is still supporting the government's efforts, now sailing aboard Maritime repositioning vessels. His last tour of duty was as an AB on the *SPC5 Eric Gibson*, and he intends to reclaim his position when the vessel re-crews.

When asked what prompted him to go to sea, Richardson replied, "I love the water." And when asked why he continues to sail, he replied, "It's all I know."

ST. LOUIS

Following her remarks at the Maritime Day ceremonies in St. Louis, Valerie Miller, representing the SIU, presented a "Battlin' Pete" plaque to Jack Grothe, an official with the SS Samuel Parker Chapter of the American Merchant Marine Veterans.

"Battlin' Pete" is the military service patch of the United States Merchant Marine, created by Walt Disney Studios in July 1944, recognizing the efforts of the merchant marine in World War II.



GUAM

Florence Nelson used her well-earned vacation time to prepare a dinner at the United Seamen's Club in honor of Maritime Day. Nelson currently is sailing on board the *Sgt. William R. Button* as a cook/baker.

PORT ARTHUR

Heavy rain forced the Maritime Day activities in Port Arthur, Texas to move indoors to the E.J. Club (formerly the Foc'sle, which was owned and operated for more than 35 years by Jeff Riley, who sailed with the NMU and the SIU).

Left: Mary Lee, widow of NMU Chief Steward Leonard Lee, reads a scripture passage at the service. Lee had sailed for more than 35 years. Today, Mrs. Lee heads a group of the Legion of Mary, a volunteer organization at the International Seamen's Center. With her are Marcus Hammond of the Department of Agriculture and vice president of the Port Arthur International Seamen's Center, and the U.S. Coast Guard Color Guard.

Right: Ron Byrd of Kansas City Southern Railway receives a plaque from SIU member Fr. Sinclair Oubre in recognition of KCS's and Port Arthur's founder, Arthur Stilwell. Through the dream of Stilwell and the industry of KCS, Port Arthur became a major maritime center.

