



The

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# SEAFARERS LOG

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

Thanks  
for a Job  
Well  
Done



ABOVE: Bosun Jose Jimenea proudly displays his awards at a ceremony in Houston for the *Cape Texas*.

RIGHT: Seafarers and officers on the *Cape Washington* are congratulated for their efforts.

## SIU Members Honored For Role In Operation Iraqi Freedom

Thousands of Seafarers who sailed in Operation Iraqi Freedom are receiving the Merchant Marine Expeditionary Medal (right) at ceremonies throughout the U.S. The medal is awarded to those who serve on



U.S.-flag ships in support of operations involving American and allied military forces. Pages 3, 11.



Aboard the *Cape Washington* in Baltimore on May 5, Chief Cook Roslyn Brooks receives her medal from Transportation Deputy Secretary Michael P. Jackson (center) and Maritime Administrator Capt. William Schubert.



Pictured at the *Cape Washington* ceremony are (from left) Michael Jackson, AB Marshall Turner, Capt. William Schubert and M. Nuns Jain, director of MarAd's South Atlantic Region.



ABOVE: "Don't mess with the *Cape Texas*!" That's what SIU VP Gulf Coast Dean Corgy (center) told the audience at a ceremony last month in Houston. Pictured from left to right are Bosun Jose Jimenea, SIU Assistant VP Jim McGee, Electrician Mack Revis, Corgy, AB Jan Willis, Steward/Baker George Maranos and Steward Delegate Nicasi Arzu.

RIGHT: Participating in the *Cape Washington* ceremony are (from left) SIU VP Contracts Augie Tellez, Bosun Rick James, SIU President Michael Sacco, Transportation Deputy Secretary Michael P. Jackson and Electrician Randy Clark.



## USNS Watkins Exemplifies Seafarers' Efforts During War

Bosun James Walker (left) said he and his fellow Seafarers aboard the *USNS Watkins* were "proud to do our part" during Operation Iraqi Freedom. The ship made six voyages into Kuwait, where it delivered helicopters (right) and other equipment for U.S. troops. Pages 12-13.



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# President's Report

## Upholding Tradition

Whenever I get the chance to meet with members of the American Merchant Marine Veterans, they always want to know what it's like for today's Seafarers.



Michael Sacco

That was the case again last month, when I spoke to the annual AMMV convention in Atlantic City. Especially on this occasion, I was proud to tell them that despite tremendous changes in maritime training and shipboard technology, at least one thing remains constant. Just like when they were at sea many years ago, the U.S. Merchant Marine today is proudly upholding our role as America's Fourth Arm of Defense.

I made those remarks just a few days after participating in a shipboard ceremony aboard the *Cape Washington* in Baltimore honoring our members who sailed during Operation Iraqi Freedom. Believe me, the recognition from our government and military is appreciated, not only by active Seafarers but also by our brothers and sisters in the AMMV, many of whom sailed with the SIU during World War II, Korea and Vietnam. The retirees know from experience that in years past, such gratitude wasn't always so apparent.

Today, it's a different story. Because of the solid cooperation throughout our industry—including with our friends at the Department of Defense, the Department of Transportation, the Maritime Administration, the U.S. Transportation Command, the Military Sealift Command, the Military Traffic Management Command, the Coast Guard and elsewhere—so many key people understand what the merchant marine means to our national security. They know that reliable, efficient sealift, carried out by U.S. crews on U.S.-flag ships, is absolutely vital to our armed forces. There's no other explanation for the fact that our crews returning from the war are being greeted with medals and well-earned words of praise, both from the military and from the administration.

I say "well-earned" because the U.S. Merchant Marine provided exceptionally capable, dependable sealift during Operation Iraqi Freedom. We crewed up every ship when called upon. We sailed into harm's way to support our troops. We put on our anti-chemical gear when the alarms sounded, and we continued doing our jobs without interruption or complaint. We worked side-by-side with the military personnel assigned to the vessels, and we did so with professionalism and respect.

A special word of acknowledgement goes out to the Seafarers who lined up for the inoculations required by the government to sail aboard ships mobilized for the war. Less than one percent of our members who initially signed aboard the ships decided against taking the shots. That shows the commitment and patriotism of our membership.

When I discussed the merchant marine's role in Operation Iraqi Freedom with the AMMV delegates and officials, their faces lit up like those of proud parents. Even though many of them don't personally know any active SIU members, they keep an eye on our work. On the heels of the war, they responded with a collective nod of approval. Coming from them, it means a lot.

As more and more ships return home, the recognition our crews are receiving is heartening. But it's also important that we continue looking ahead. After the Persian Gulf War a dozen years ago, the Pentagon took a close, hard look at our nation's sealift capacity. One result of that examination is the current LMSR fleet, built or converted since the mid-1990s. Each of those 19 U.S.-flag ships sailed in support of Operation Iraqi Freedom. They were valuable tools in the capable hands of U.S. crews.

A similar study of our sealift assets in Iraqi Freedom should take place immediately. Do we have enough tankers? Enough RO/RO capability? Enough tonnage and manpower to endure a longer conflict, or perhaps even multiple wars that could happen at the same time? With the Iraq war as a guide, the answers should be attainable.

At the end of World War II, many a leader told our mariners, "We couldn't have done it without you." Today's crews are hearing the same message. Those sentiments reinforce the belief that, as a nation, we must take every step necessary to ensure a strong U.S. fleet. We must do so in part because there will be another war—next year, in five years, or whenever. History says such conflicts are inevitable.

And when the next one rolls around, there is no doubt whatsoever that the U.S. Merchant Marine will be there, as we have since the Revolutionary War. Ready to support our troops. Ready to deliver the goods. Ready to do our part to ensure victory.

# MSP Clears Committee

## Updated Program Would Boost U.S. Fleet

The House Armed Services Committee last month cleared legislation that includes an expansion and 10-year extension of the U.S. Maritime Security Program (MSP). Committee members approved the Fiscal Year 2004 National Defense Authorization Act (H.R. 1588), which includes the updated MSP, by a vote of 58-2 on May 14.

The House was preparing to take up H.R. 1588 as this issue of the *Seafarers LOG* went to press.

According to a release issued by the Armed Services Committee, the reauthorized MSP would increase the number of vessels in the MSP fleet from 47 to 60. The program would begin Oct. 1, 2005, as the current MSP expires.

Since last year, U.S. maritime unions including the SIU have campaigned for an extended, expanded MSP, citing the program's value to national defense. They also have emphasized the need for participants to have adequate time to plan for a new MSP—something that necessitates action long before the current program expires.

Before the committee's recent vote, SIU President Michael Sacco and the presidents of the American Maritime Officers; Marine Engineers' Beneficial Association; and Masters, Mates & Pilots submitted a letter to all committee members urging their support of an upgraded MSP.

"The MSP and its maritime security fleet of militarily useful

U.S.-flag commercial vessels and their American citizen crews serves as a fundamental and increasingly important component of our nation's sealift capability," the presidents wrote. "Not only will a larger maritime security fleet ensure that the Department of Defense has an even greater capability to meet the sealift sustainment and manpower needs of our Armed Forces, but will provide a greater, much-needed base of employment for American merchant mariners who crew the government's sealift vessels as well as the vessels operated by private industry for our government in time or war or other international conflict."

# Rank-and-File Financial Committee Approves Union's Records for 2002

A committee of rank-and-file members, elected by their fellow Seafarers during the May union meeting in Piney Point, Md., has reviewed the SIU's financial records for the year 2002 and found them in good order.

Serving on the committee were **Brian Gross, Michael Joel, Bill Kelly, Dan Marcus, David Martz, James Walker and John Wozunk.**

In its report, the committee noted, "All records used in connection with the union's financial operations were reviewed fully.... We find that the headquarters of the union is taking all steps possi-

ble to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation."

The use of an annual financial committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."



Serving on the financial committee are (from left) Brian Gross, Dan Marcus, James Walker, SIU Secretary-Treasurer David Heindel, Bill Kelly, David Martz, Michael Joel and John Wozunk.

# Committee Selects 6 for 4-Year Scholarships

The Seafarers Health and Benefits Plan has announced six SIU scholarship recipients this year. Selected by a panel of professional educators last month were one Seafarer and five dependents of SIU members—for a total monetary value of \$120,000.

In past years, Seafarers were eligible for three of the scholarships—one four-year, \$20,000 award and two \$6,000 stipends for a two-year course of study at a college or vocational school. This year, however, none of the applicants was eligible for the two-year awards.

**David Denizac** from Orlando, Fla. is the Seafarer selected for the 2003, four-year scholarship. The five dependents of SIU members are **Eurel S. Manzano**, son of **Edwin Manzano**; **Erin K. Williams**, daughter of **Stephen Williams**; **Janet L. Ostendarp**, daughter of **Frances Ostendarp**; **Christopher A. Balatico**, son of **Albert V. Balatico**; and **Katelan J. Steel**, daughter of Inland member **James A. Steele.**

This year's selection committee, meeting in San Antonio, was appointed by the Board of Trustees of the Seafarers Health and Benefits Plan.

The panel was composed of the following scholars and academicians: **Dr. Michael Glaser**, St. Mary's College of Maryland; **Dr. Gayle A. Olson**, University of New Orleans; **Dr. Henry Toutain** of Gustavus Alolphus College in

Minnesota; **Dr. Trevor Carpenter**, Charles County (Md.) Community College; **Dr. Charles Lyons Jr.**, American Association of Colleges and Universities; **Father David A. Boileau, Ph.D.**, Loyola University; **Dr. Keith Schlender**, Medical College of Ohio; and **Professor Louis Fernandez**, provost and vice president of academic affairs, California State (San Bernardino).



The selection committee, meeting this year in San Antonio, Texas, is composed of (from left) **Dr. Keith Schlender**, **Dr. Trevor Carpenter**, **Father David A. Boileau**, **Dr. Henry Toutain**, **Dr. Gayle A. Olson**, **Dr. Michael Glaser**, **Professor Louis Fernandez** and **Dr. Charles Lyons Jr.**

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# Seafarers Honored for Supporting Troops

## Medals, Certificates Awarded as Crews Return from Operation Iraqi Freedom

SIU members who sailed during the combat phase of Operation Iraqi Freedom are returning home to shows of gratitude in ports throughout the United States. The Department of Transportation and its Maritime Administration (MarAd) are hosting shipboard and pier-side ceremonies for dozens of U.S.-flag ships that sailed during the war. Crew members are being presented with Merchant Marine Expeditionary Medals and certificates.

The medals are awarded to those who serve on U.S.-flag ships in support of operations involving American and allied military forces. Overall, more than 100 SIU-crewed vessels mobilized for Operation Iraqi Freedom.

"Our partnership with maritime labor is absolutely vital, and you are a tremendous gift to our country," stated U.S. Transportation Deputy Secretary Michael P. Jackson at a ceremony May 5 aboard the Ready Reserve Force (RRF) vessel *Cape Washington* in Baltimore. "You're part of a long tradition and you added to that tradition. From the Revolutionary War, through both World Wars, the Korean War and up to today, our mariners have willingly defended and served this nation with enthusiasm and valor."

"The war was an absolute success because of you," stated Rear Admiral Paul Schultz, special



Seafarers and SIU officials are joined by representatives of the administration and the armed forces during last month's awards ceremony aboard the *Cape Washington* in Baltimore.

assistant to the commander of the U.S. Military Sealift Command (MSC), aboard the *Cape Washington*. "During my 30 years in the Navy, I learned how to fight and I learned I could not fight without our oilers and supplies coming behind me. It has to be done by heavy lift."

The *Cape Washington* ceremony typified those that have taken place in Baltimore; New Orleans; Charleston, S.C.; Houston and elsewhere in the U.S. Standing under cover on a cool, rainy day, Seafarers said they appreciated the recognition, but were more grateful that their efforts had helped the coalition forces achieve victory.

"Our crew had different backgrounds, but everyone pulled

together," said Bosun **Rick James**, who lives in Baltimore. "Everyone knew we had a job to do, like when we got the anthrax inoculations (at the start of a 95-day voyage that ended in Kuwait). We all knew it was a very important mission, and we were determined to deliver the goods."

Electrician **Randy Clark**, who resides in the Houston area, said he and his shipmates were committed to their role as part of the nation's Fourth Arm of Defense. "Every one of our guys was mission-oriented and focused on getting the job done," he recalled. "Communications were restricted—there was a complete blackout for the sake of operational security—but everyone understood."

He added, "The soldiers aboard were gentlemen and professionals the entire time."

AB **Marshall Turner** of Mobile, Ala. noted that the *Cape Washington* was caught in a waterborne limbo near Turkey while talks unfolded concerning the coalition's use of that country as an entry point. "We left from Beaumont (Texas) Feb. 6 with tanks and other materiel," Turner said. "We had to wait a month at sea because of the situation in Turkey."

Chief Steward **Rayfield Crawford** of Baltimore said the Seafarers and officers "were glad to help out. That's our job, that's what we do. I sailed during Vietnam, and it's basically the same thing today—we're here to support the troops."

SA **Kenneth Seals** from Mobile said the voyage was "all right, just long. Everyone got along okay. We had nobody but each other and a lot of sea time."

Noting that the ship sailed into high-risk areas, he added, "I was

nervous at times, but as they say, it had to be done. I will say that hearing about [the war] is one thing, being there is something else."

Chief Cook **Roslyn Brooks**, who sails from the port of Norfolk, Va., said the steward department and the entire crew "stuck together and gave each other support.... We're blessed to be in America, compared to many other places."

Second Cook/Baker **Andre Zene** from Mobile said, "It was a successful trip. We all had God in us. There were good days and bad days, but we all stuck together and were committed to success."

### Mariners Deliver

SIU President Michael Sacco, a guest speaker at the *Cape Washington* ceremony, said Operation Iraqi Freedom "is just the latest of many examples why our nation's security is best-served by a strong U.S.-flag fleet. You can bet it won't be the last."

He also pointed out that mariners will continue to play an important role in delivering materiel to rebuild Iraq. "I know that even though the heavy combat is over, plenty of sealift mis-

sions lay ahead as we move into the next stage of Operation Iraqi Freedom. As always, we'll get the job done."

Maritime Administrator Capt. William Schubert applauded the patriotism of the returning mariners. "We greatly appreciate the efforts of our mariners and their willingness to serve our nation. Our mariners are great team players and their contributions directly contributed to the success of Operation Iraqi Freedom," said Schubert.

He described the war as "one of the best sealift efforts in U.S. history, and that's no exaggeration. It was the most successful in terms of speed, effort and cooperation."

M. Nuns Jain, director of MarAd's South Atlantic Region, said the crew members' and officers' "dedication and spirit on a daily basis is what made this mission a success. There also were many people in the supporting cast, and I'm proud of your efforts."

Lt. Cmdr. Norwin Fischer of the Military Traffic Management Command said to the crew, "This wouldn't be possible without dedicated men and women like yourselves. The sealift this time was far superior to what it was in Desert Storm, and I thank the crew."

In a press release issued May 7, MSC also commended U.S. Merchant Mariners for their performance during Operation Iraqi Freedom. MSC Commander Vice Adm. David Brewer said he has been impressed with the expertise, professionalism and assistance that the commercial contract mariners have provided during normal operations and in times of conflict.

"Commercial mariners are also heroes because of their unequivocal willingness to put themselves in possible harm's

*Continued on page 11*



SIU President Michael Sacco (center) congratulates AB Rafael Clemente and Chief Cook Roslyn Brooks on the *Cape Washington*.

## War Zone Bonuses Approved

A high-ranking official from the U.S. Defense Department recently confirmed that war zone bonuses have been approved for U.S. mariners who sailed in support of Operation Iraqi Freedom. The bonuses are applicable for operations between March 19 and May 2.

Principal Deputy Under Secretary of Defense Charles Abell last month signed off on a memo that reads, "Pursuant to Title 5, United States Code, section 5348(a), I determine that it is in the public interest to authorize the payment of 'war zone' bonuses and harbor and vessel attack bonuses to merchant mariners. Such payment is commensurate with current and historic practices in (the) maritime industry during periods of hostility."

"Approval of payment of these bonuses is effective with this determination and is authorized for vessels in the Arabian Gulf west of 57 degrees longitude and the Gulf of Aden/Bab al Mandab Straits between 43 degrees west and 45 degrees west longitude and 12 degrees north and 13 degrees north latitude, on and after the commencement of hostilities in support of Operation Iraqi Freedom...."

The bonus amount reportedly is equal to 100 percent of base pay. Additionally, unlicensed mariners who sailed in support of the war will receive the same Imminent Danger Pay increases that recently were awarded to CIVMARS. The Imminent Danger Pay increase is retroactive to Oct. 1, 2002 for areas identified by the government as imminent danger zones since then. (War zone bonuses and imminent danger pay cannot be awarded for the same time.)

Please be advised that SIU headquarters and all SIU hiring halls will be closed Friday, July 4, 2003 for the observance of Independence Day (unless an emergency arises). Normal business hours will resume the following workday.



SIU VP Gulf Coast Dean Corgey (left) and Houston Port Captain Kevin Cook each offered enthusiastic praise for the *Cape Texas* crew.



Bosun Rick James is interviewed by a Baltimore TV crew after the *Cape Washington* ceremony.



The crew of the *Cape Texas*, pictured at an observance in Houston, was credited for rapid delivery and accident-free voyages.



# Union Mourns Retired Gov't Services VP 'Buck' Mercer

Roy "Buck" Mercer, the first to hold office as vice president of the SIU Government Services Division, passed away May 4. He was 80.

"We have lost a great and dear friend as well as an advocate for members of the union," said SIU President Michael Sacco. "Buck devoted much of his energies over the years toward the merger of the east and west coast CIV-MARS contracts. Through his

dedicated efforts, this unification became a reality in March of this year.

"Our thoughts and prayers are with his family and loved ones," Sacco concluded. "Buck was a great man, a charismatic leader and a dedicated brother. He truly will be missed by all of us."

Born in Spokane, Wash., Mercer began his career with the Seafarers in 1942, making a lone trip as a messman aboard the

*General Gorgus*, an Army Transport Service vessel. He then joined the Marine Cooks & Stewards in Seattle and worked his way up the galley ladder. He became a chief steward in 1948.

Mercer continued sailing until 1956 when he became a patrolman in Seattle. He held that position until 1961 when he transferred to San Francisco. Not long thereafter, Mercer was designated as an organizer for the old Military Sea Transport Union (MSTU)—the coalition that merged into the SIU Atlantic, Gulf, Lakes and Inland Waters District in 1985. By 1963, Mercer was secretary-treasurer for the MSTU. He held that position until the merger.

Mercer became vice president of the Seafarers International Union of North America during the 1970s, continuing to work from the division's headquarters in San Francisco. Mercer retired from the SIU in 1999 following more than 50 years of service as a mariner and union official.

He lived in Las Vegas with his wife, Fermear "Dee" Mercer, who survives him. Six sons also survive Mercer: Brian Jenkins of Seattle, Allen Estes of Tacoma,



The late Roy "Buck" Mercer (right), retired vice president of the SIU Government Services Division, confers with retired SIU VP West Coast George McCartney. The two were attending a Maritime Trades Department Convention in 1988 in Bal Harbor, Fla.



Brother Mercer (left) was heavily involved in the civil rights movement. Here, he poses with former NAACP Executive Director Benjamin Hooks during an AFL-CIO-sponsored reception held in 1993 in honor of Hooks' retirement.

Wash; Terrell Estes of Tracy, Calif.; Kim Estes of Cypress, Calif.; Tony Estes of San Antonio and Byron Brown of Dallas.

Retired SIU Vice President West Coast George McCartney recalled Mercer's contributions to the MC&S. "Buck was very active with the founding of the Marine Cooks & Stewards as well as its merger into the SIU," McCartney said. "He was a very conscientious, honest, sincere, dedicated guy."

Ed Turner, president of the MS&C when it merged with the SIU, worked with Mercer for many years. "I knew him for something like 30 or 40 years," Turner said. "We sailed together

many times...Buck sailed out of Seattle.

"He was one of the best people I have ever known...a great worker and a super union official," Turner continued. "I think perhaps the greatest thing you can say about a seafarer is that they were good shipmates. Buck was all of that and more. I'll miss him greatly."

Chet Wheeler, SIU Government Services Division representative, said Mercer "helped a lot of people, brought a lot of people along and gave them opportunities. I knew him for 30 years and I can say with certainty that from the beginning he was in a leadership role on his own merits."

## Notice – SARS

Printed below is a recent notice from the U.S. Centers for Disease Control and Prevention (CDC) concerning severe acute respiratory syndrome (SARS). The notice, dated May 8, 2003, is posted on CDC's comprehensive SARS web site, located at <http://www.cdc.gov/ncidod/sars/index.htm>

### Interim Guidelines for Personnel Boarding Maritime Vessels from Areas with SARS

The Centers for Disease Control and Prevention (CDC) is tracking reports of outbreaks of a respiratory illness called severe acute respiratory syndrome (SARS). CDC has issued two types of notices to travelers: advisories and alerts. A travel advisory recommends that nonessential travel be deferred; a travel alert, does not advise against travel, but informs travelers of a health concern and provides advice about specific precautions. CDC updates information on its website on the travel status of areas with SARS, as the situation evolves.

The primary way that SARS appears to spread is by close person-to-person contact. Potential ways in which SARS can be spread include touching the skin of other persons or objects that are contaminated with infectious droplets and then touching the eye, nose or mouth. This can happen when someone who is sick with SARS coughs or sneezes droplets onto themselves, other persons or nearby surfaces. It is also possible that SARS can be spread more broadly through the air or by other ways that are currently not known. Preliminary studies in some research laboratories suggest that the virus may survive in the environment for several days.

As with many other infectious illnesses, one of the most important ways to prevent infection with SARS is to keep your hands clean, either by frequent washing with soap and water or by use of alcohol-based hand sanitizers. Detailed information about hand hygiene is available at the CDC website.

There is currently no evidence that SARS infection is spread through contact with objects or packages including those arriving from areas with SARS. Special handling of such items is not indicated; however, hand hygiene as described above is recommended for routine prevention of infections. For

prevention of SARS in the workplace, the routine use of personal protective equipment (PPE) such as respirators, gloves or surgical masks for protection against SARS exposure is currently not recommended, except when providing medical care to suspected SARS patients.

If a passenger or crew member must be detained or assisted and appears to have a respiratory illness or may have traveled from one of the areas listed above, try to keep him or her separated from the other passengers as much as possible and immediately contact the appropriate authorities and assistance such as the U.S. Quarantine Station with jurisdiction and Emergency Medical Services (EMS). In the interim, provide the ill passenger with a surgical mask, if available. A surgical mask can reduce the number of droplets coughed into the air. If a surgical mask is not available, provide the passenger with tissues and ask him or her to cover his or her mouth and nose when coughing. When an ill passenger is unable to wear a surgical mask, others on board should wear surgical masks when in close contact with the patient.

Persons who develop symptoms of SARS within 10 days of being in close contact with someone with suspected SARS, or within 10 days of arriving from an area with SARS, should follow the precautions described in CDC's exposure management guidance. Persons who have been exposed and have symptoms should not go to work, school, church or other public areas; and should seek health-care evaluation promptly. Before the evaluation, the individual should inform their health-care providers about the possible exposure to SARS so arrangements can be made to prevent the possibility of spreading the infection in the health-care setting.

### CDC Removes Advisory Against Travel to Singapore

The CDC on May 6 issued a notice which reads in part: CDC is now downgrading its traveler's notification for Singapore from a travel advisory to a travel alert.

Reasons for removal of the advisory include the following:

- Currently, SARS transmission in Singapore is limited to a small number of households and a well defined specific community setting through direct person-to-person spread.
- The onset of symptoms of the last reported case not occurring in a defined community setting was on April 14, 2003. More than 20 days, or two SARS incubation periods, have elapsed since that date.
- Monitoring by the Ministry of Health of Singapore indicates that there are no new outbreaks of illness in Singapore, and there is adequate surveillance for SARS in place...

CDC continues to recommend that U.S. travelers to Singapore observe precautions to safeguard their health. To minimize the possibility of infection, avoid close contact with large numbers of people as much as possible. CDC does not recommend the routine use of masks or other personal protective equipment while in public areas.

## SIU President Tells AMMV Today's Mariners Uphold Role as 4<sup>th</sup> Arm of Defense

When SIU President Michael Sacco addressed the 2003 convention of the American Merchant Marine Veterans (AMMV), he told the group that today's Seafarers are upholding the tradition of the U.S. Merchant Marine by providing vital support for the armed forces.

Addressing the approximately 200 AMMV delegates and officials May 8 in Atlantic City, Sacco noted, "The seafight effort of World War II almost defies belief. It's a story of incredible courage, unwavering patriotism, steadfast determination and relentless hard work. You earned the title of America's 'Fourth Arm of Defense.'

"I'm pleased to report that the men and women of today's U.S. Merchant Marine are proudly carrying on your tradition," he continued. "Based on all the feedback we've gotten (concerning the merchant marine's performance in Operation Iraqi Freedom)—from high-ranking individuals in the administration and in the military—there's no question the merchant marine did a great job. All of you share in the credit, because you set the standard."

The SIU president covered several other topics during his address. He recalled how the SIU, the AFL-CIO Maritime Trades Department, the AMMV (which includes many retired Seafarers) and others worked together to secure veterans' status for World War II mariners.

He brought the audience up-to-date on the cam-

*Continued on page 5*



AMMV President Hank Cap (left) introduces SIU President Michael Sacco.



# OECD Report Examines Mechanisms Hampering Ownership Transparency

## Some Shipowners Hide Behind Web of Corporate Entities

The Maritime Transport Committee of the Organization for Economic Cooperation and Development (OECD) in March issued a report that reviewed vessel registration provisions in various ship registers to assess possibilities available to beneficial owners to mask or hide their identity.

Entitled *Ownership and Control of Ships*, the report was based on the argument that an increase in transparency in the ownership and control of ships enhances security. It follows that if potential terrorists find it more difficult to hide their activities, then this would greatly assist security forces in the detection and pre-

vention of maritime-related terrorist attacks, as well as the apprehension of perpetrators.

The work concluded that it is very easy and relatively cheap to establish a complex web of corporate entities to provide effective cover to identities of beneficial owners who do not want to be known. The chief means available to owners to hide their identity, according to the report, are not necessarily found in the shipping registers themselves, but in the sometimes-related corporate registers. Both open and traditional registers may be susceptible to use by entities seeking to mask their identity, the report said.

Anonymity may be sought for a variety of reasons, some legitimate and some absolutely illegal, the report suggests. It recommended that steps be taken to identify what solutions might be applied to increase transparency and that "best practices" be developed for adoption by ship registers to maximize transparency while protecting necessary commercially sensitive information.

The SIU and the International Transport Workers' Federation last year testified before the U.S. Congress concerning the need for transparency of ownership. Both the union and the federation emphasized that the current lack

of transparency common to run-away-flag shipping poses a potentially serious security threat to America.

The key findings of the OECD report include:

- That it is very easy and relatively cheap to establish a complex web of corporate entities to provide very effective cover to the identities of beneficial owners who do not want to be known.

- While some ship registers actively facilitate and promote anonymity for reluctant owners, the principal mechanisms are not the registers themselves, but the corporate mechanisms that are available to owners to cloak their identity.

- These corporate mechanisms are readily available in many jurisdictions.

- The most important single feature that facilitates anonymity of individuals is the ability of corporations to be registered as owners of vessels.

- The most common and effective mechanisms that can

provide anonymity for beneficial owners include bearer shares, nominee shareholders, nominee directors, the use of intermediaries to act on owners' behalf and the failure of jurisdictions to provide for effective reporting requirements.

- The most common institutional devices used to create corporations are private limited companies and international business corporations. Other devices such as trusts, foundations and partnerships may also be used.

- Open registers, which by definition do not have any nationality requirements, are the easiest jurisdictions in which to register vessels that are covered by complex legal and corporate arrangements. The arrangements will almost certainly cover a number of international jurisdictions which would be much more difficult to untangle.

- Some institutional arrangements involving dependencies, overseas territories and jurisdictions with special constitutional and/or administrative arrangements, (as exist, for example in the United Kingdom, France, the Netherlands and Australia), as well as some free trade arrangements may also provide opportunities—albeit complex and perhaps risky ones—for beneficial owners seeking anonymity to achieve their objectives.

### Maritime Roundtable With Rep. Istook



SIU Port Agent Bryan Powell (fourth from left) recently participated in a "maritime roundtable" with U.S. Rep. Ernest Istook (third from left) and others in Seattle. Topics included the U.S. Maritime Security Program and its related Voluntary Intermodal Sealift Agreement; Jones Act and cargo preference issues; and contributions of the U.S. Merchant Marine to recent military operations in Iraq as well as to the war on terrorism. Other participants in the roundtable included (from left) Charlie Wellens, Pacific Northwest director of operations for Maersk Sealant; Gregg Trunnel, director of the Pacific Northwest Maritime Institute; Rep. Istook; Powell, the union's port agent in Tacoma, Wash.; Vince O'Halloran, port agent for the Seafarers-affiliated Sailors' Union of the Pacific; and Mike Jewel, patrolman for the Marine Engineers' Beneficial Association.

## Seafarers, Operating Engineers Ask Congress to Shut Dredging Loophole

Members of the House of Representatives recently heard testimony from U.S. dredgers in support of a legislative solution to correct a misinterpretation of a 1992 amendment that was aimed at augmenting control over ownership in the domestic dredging trades.

U.S. funds are used to support dredging operations.

The SIU and the International

Union of Operating Engineers submitted a joint statement for the record of the April 30 hearing, jointly conducted by the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Water Resources and the Environment (both parts of the House Committee on Transportation and Infrastructure).

The unions' statement read in

part, "Our support for clear and emphatic U.S. cabotage policies is unwavering. An American-flag fleet owned, controlled and crewed by U.S. citizens is in the national interest, today more than ever. Unfortunately, it is becoming more and more apparent through aberrations in U.S. laws foreign interests are making inroads into the domestic transportation market. In the last decade, foreign shipping interests have entered the domestic cargo trade through lease-financing schemes and have entered the domestic dredging trade through a misguided interpretation of ownership requirements.

"The question before the Congress today is whether the U.S. coastwise laws are being interpreted correctly. Are U.S. dredging companies, which adhere to the basic tenets of U.S. cabotage policy, enjoying fair competition or has the playing field been skewed? Have we established in the United States an environment that allows one particular dredging company to

*Continued on page 8*

### SIU's Sacco Addresses AMMV

*Continued from page 4*

paign to reauthorize the U.S. Maritime Security Program (MSP), and he encouraged all AMMV members to ask their senators and congressmen to support the reauthorization. "I know we can count on you in this effort, and I know you'll spread the word to your fellow members in the AMMV chapters all around the country," Sacco said. "We need your support on this issue, because you are a formidable force and a respected group....

The bottom line on the MSP program is that it's good for America, and it's a good value."

Sacco also described the conditions faced by today's mariners, noting some of the similarities and differences from bygone eras. "As you can see, though, there's at least one important part of our job that hasn't changed since World War II," he declared. "We're still the Fourth Arm of Defense, and we still deliver—anywhere, anytime."

Earlier during the convention, Hank Cap was reelected president of the AMMV.

## Efforts are Ongoing To Improve Port, Shipboard Security

The United States, since the infamous events of September 11, has taken a number of steps to reduce its vulnerability to terrorist attacks. Even before the dust of the World Trade Center had settled, the U.S. Coast Guard established security zones in various major U.S. ports. The Coast Guard, along with other agencies, then proceeded to utilize existing legal authority to mandate a variety of maritime security enhancements.

U.S. maritime unions including the SIU have been very active in moving toward greater shipboard and port security. The SIU has met with representatives from U.S.-flag operators, the Coast Guard, numerous U.S. ports, the International Transport Workers' Federation, the International Maritime Organization and the International Labor Organization to facilitate the identification and enactment of effective, realistic and fair security rules.

Congress got involved, enacting several security measures. The major legislation relating to the maritime industry is the Maritime Transportation Security Act of 2002. This act contains a number of provisions authorizing the Coast Guard and other agencies to establish maritime security standards and mandate certain security enhancements to be undertaken by the industry. Following are some of the latest of the ongoing developments in the port security arena.

### Senators Seek GAO Probe

Citing concern that greater

efforts are needed to address port security mandates in the Maritime Transportation Security Act (MTSA), a pair of U.S. Senators—Fritz Hollings (D-S.C.) and John McCain (R-Ariz.)—recently requested that the General Accounting Office look into the matter. As reported earlier in the *Seafarers LOG*, the MTSA, which Senator Hollings authored, was signed into law last November and created some of the nation's first post-September 11 maritime security guidelines.

In a letter dated May 12 to GAO Comptroller General David M. Walker, the senators wrote, "We remain concerned about the adequacy of security at our nation's port facilities. The events of September 11, 2001 demonstrated how vulnerable the most everyday aspects of our transportation system and commerce can be to acts of terrorism. Yet our ports remain exposed and susceptible to acts of terrorism that could cause a large loss of life and economic disruption.

"By most accounts, current inspection levels of containerized cargo are insufficient, and technology currently is not deployed to allow for the non-intrusive inspection of such cargo," they continued. "Based on recent briefings given to our staff, we are concerned that the Department of Transportation (DOT) and the Department of Homeland Security (DHS) have failed to ensure that all requirements of the Act are being executed effective-

*Continued on page 8*



# U.S. Rep. Hunter Accepts 'Salute to Congress' Award

## House Armed Services Committee Chair Has Strong Record Supporting Maritime

The chairman of the House Armed Services Committee recently reaffirmed his strong support for the U.S. Merchant Marine.

U.S. Rep. Duncan Hunter (R-Calif.), honored May 6 with the Propeller Club of the United States' annual Salute to Congress Award, told a maritime audience in Bethesda, Md. that their industry stands for the projection of American security and power around the world. He also applauded the nation's sealift efforts during Operation Iraqi Freedom and discussed the U.S. Maritime Security Program (MSP) reauthorization bill, which at that time was being finalized in Congress.

Speaking of the MSP in particular and the industry in general, Hunter said, "We are going to attempt to start to turn the ship around. We have one set of rules

in trying to put this thing together: That everything must be done to assure American-made military products, American-operated and U.S.-crewed vessels. The product of the American maritime industry is freedom."

*"The product of the American maritime industry is freedom."*

—U.S. Rep. Duncan Hunter

He added, "We have an obligation in this country and the rest of the free world. That (obligation) is to remain strong; to be able to project power. If you don't have sealift, you are not going to be able to project American power."

Hunter has been a powerful advocate for the U.S. shipping and shipbuilding industries. In recent years, he has cosponsored a resolution expressing the support of the House of Representatives for the Jones Act, worked with fellow lawmakers to restore funding for the Title XI shipbuilding loan guarantee program in the federal budget and sponsored legislation to encourage development of the American-flag cruise industry, among other things.

Last year, he chaired separate hearings on the MSP and the threat of runaway-flag shipping to U.S. national security. Those hearings took place before the Armed Service's Committee's Special Oversight Panel on the Merchant Marine.

Hunter was elected in 1980 to represent California's 52nd congressional district. In his current

capacity as chairman of the House Armed Services Committee, he focuses on defense and related matters, such as military facilities, naval fuel reserves, Department of Defense, intelligence activities, pay, promotion and retirement. He also serves on the House Select Committee on Homeland Security. A Vietnam veteran, the congressman served in the 173rd Airborne Division and the 75th Army Rangers.

The annual Salute to Congress dinner in 1985 was established by The Propeller Club of the United States to honor a member of Congress who demonstrated leadership in furthering the cause of the American Merchant Marine and allied industries. The salute affords an opportunity for all segments of the maritime industry to get together at one forum with not only their own senators and congressional representatives, but also members of Congress from all over the country to discuss



U.S. House Armed Services Committee Chairman Duncan Hunter

future growth of the U.S. fleet. Recent recipients of the Salute to Congress Award include U.S. Senator Fritz Hollings (D-S.C.), U.S. Senator Ted Stevens (R-Alaska) and U.S. Rep. James Oberstar (D-Minn.).

## Jamian Appointed MarAd Deputy

U.S. Secretary of Transportation Norman Mineta last month announced the appointment of John Jamian as the deputy administrator for the Department of Transportation's Maritime Administration (MarAd).

"John brings a wealth of experience to the department. His leadership and team-building skills will be invaluable in achieving the department's strategic goals, and will prove to be important assets as we meet the challenge of improving our nation's maritime transportation systems," said Mineta. "I welcome him aboard my team."

In a press release announcing the appointment, MarAd said that Jamian "has extensive experience in the maritime industry and international transportation and trade development. During his tenure as a Michigan legislator, which began in 1991, he served as chairman of the House Task Force Committee on Port and Maritime Affairs. As executive director of the Detroit/Wayne County Port Authority, he was instrumental in helping to revive cruise ship tourism on the Great Lakes after a 30-year absence. Additionally, Jamian has worked closely with the U.S. Coast



MarAd Deputy Administrator John Jamian

Guard and the Army Corps of Engineers on a variety of maritime-related projects."

The agency reported that Jamian most recently served as executive director of the Armenian Assembly of America, a Washington-based, nationwide organization promoting public understanding of Armenian issues in America.

Maritime Administrator Captain William Schubert said, "I appreciate John's background

and look forward to working with him. His experience in the port community will make him an excellent addition to the Maritime Administration."

As deputy administrator, Jamian will assist in leading the operations of an 850-person agency, which includes five regional offices and the United States Merchant Marine Academy. He also will oversee issues concerning the Great Lakes and inland waterways, deepwater ports, as well as segments of the Marine Transportation System initiative.

MarAd's mission "is to promote the development and maintenance of an adequate, well-balanced United States Merchant Marine, sufficient to carry the nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and capable of serving as a naval and military auxiliary in time of war or national emergency. MarAd also seeks to ensure that the United States enjoys adequate shipbuilding and repair services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity in time of national emergency."



SIU President Michael Sacco (left) greets TOTE President and CEO Bob Magee shortly before Magee addressed the Propeller Club.

## Senator Landrieu, TOTE CEO Magee Featured at D.C. Maritime Gatherings



U.S. Senator Mary Landrieu (D-La.) said commercial shipping "has a great story to tell" and encouraged the industry to publicize its value to the nation.

U.S. Senator Mary Landrieu (D-La.) and Totem Ocean Trailer Express (TOTE) President and CEO Bob Magee last month offered insights concerning the U.S. maritime industry during separate addresses to the Washington, D.C. chapter of the Propeller Club.

Landrieu spoke to the group on May 15. She encouraged the industry as a whole to be aggressive in essentially competing with other industries for funding. She also expressed support for the U.S.-flag cruise industry, describing it as "prime for growth."

Magee on May 6 discussed domestic liner ship economics, TOTE's new Orca class vessels, major Alaska marine investments and short-sea shipping. He also detailed the key participation of the TOTE's SIU-crewed *Northern Lights* in Operation Iraqi Freedom.



TOTE CEO and President Bob Magee discussed the company's new builds for the U.S. fleet.

### Notice

#### Unlicensed Apprentice Program

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

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

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



# 2003 Scholarships Assist 6 in Attaining Goals

The Seafarers Health and Benefits Plan has announced six scholarship recipients for 2003—with a total monetary value of \$120,000—marking the 50<sup>th</sup> anniversary of this generous SIU benefit.

Selected by a panel of professional educators last month were one Seafarer and five dependents. In past years, Seafarers were eligible for three of the scholarships—one four-year, \$20,000 award and two two-year, \$6,000. This year, however, none of the Seafarers who applied was eligible for the two-year awards.

On this page are brief descriptions of the backgrounds and educational goals of the six college-bound students.

Christopher Balatico graduated 12<sup>th</sup> in his class of 280 last month from Archbishop Rummel High School in Metairie, La.

The 18-year-old plans to earn a degree in biochemistry at Louisiana State University in Baton Rouge and then continue at the medical school there, with the goal of becoming a dermatologist. He noted in his scholarship application that as a young child he developed a passion for the science of medicine. "I love people and I cannot think of anything more rewarding that comes with knowing that one is educated and equipped to help people who are sick and in need."

Balatico was very active during his high school career. Taking honors and advanced placement classes, he managed to maintain his high grades, participate in extracurricular activities and work part time at a creamery, where he helped make ice cream, among other duties. He was an active member of the National Honor Society, Beta Club, French and Latin clubs and also attained a first-degree black belt in Tae Kwon Do. Additionally, he was honored and featured in the 34<sup>th</sup>, 35<sup>th</sup>, 36<sup>th</sup> and 37<sup>th</sup> editions of

## David Denizac Receives Seafarers Award

As a recipient of the four-year, \$20,000 scholarship for Seafarers, **David Denizac**, 39, is now on the road to fulfilling his life-long dream of becoming a law enforcement officer.

Denizac, a resident of Orlando, Fla., completed the entry training program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. in 1987 and has continued to upgrade his skills throughout the years.



David Denizac

He earned a high school diploma from Thomson High

School in Scranton, Pa. in 1999 and now would like to study criminal law at the University of Central Florida, "my dream since I was 10 years old," he stated.

While pursuing his studies, he also plans to volunteer his time to the local county sheriff's parking enforcement unit.

Denizac, who is currently a relief bosun on the *USNS Capella*, lives with his wife and daughter in Orlando.

"Who's Who Among American High School Students."

Balatico is the son of deep sea member **Albert V. Balatico**, who joined the union in 1990, sailing most recently as an AB aboard the *Seabulk Mariner*.

Graduating last month from Hightower High School in Missouri City, Texas, with a 5.1 GPA, **Eurel Manzano**, 18, is well on his way to a career in medicine.

Manzano, the second of two sons, first developed his love of science in elementary school. When he moved on to middle school, he committed himself to both academic and athletic pursuits, all the while continuing to maintain honor roll status. He then applied and was accepted to the Medical Academy at Hightower High School, where he participated in intensive medical courses and also took part in an internship at the coveted Houston Medical Center. He later participated in the summer research program at the M.D. Anderson Cancer Center Genomics Research lab to gain exposure to the field of genetics research.

During his high school years, Manzano also held several leadership positions, most notably as student leader of the school's 200-member marching band. He was a member of the National Honor Society and French Honor

Society and performed as an oboist in the school's full orchestra as well as the jazz ensemble.

After earning a degree in neurobiology, he plans to attend medical school and follow through with both residency and fellowship terms, eventually entering the growing field of psychoneuroimmunology.

His father, **Edwin Manzano**, has been an SIU member since 1996. He is currently working aboard the *Petersburg* as an OMU.

Janet Ostendarp, 38, is the wife of deep sea member **Francis Ostendarp Jr.**, but was also a former Seafarer herself.

Ostendarp grew up in Spokane, Wash., graduating from high school in 1983. She continued her education at Spokane Community College where she completed an associate of science degree in culinary arts.

As a professional chef, Ostendarp moved to Bozeman, Mont. and then to Seattle, Wash. to cook and later to open her own French bistro. She left Seattle after five years to enter the trainee program at the Paul Hall Center.

The *LNG Virgo* was the first ship on which Ostendarp worked in the steward department. After upgrading at Piney Point and receiving her chief cook endorsement in 1993,

she decided to return to college to complete an associate of science degree in nursing.

Since graduating in 1996, she has worked as a licensed registered nurse and also attends college full time. Her ambition is to expand her nursing knowledge by completing a graduate studies program to become licensed as a certified registered nurse anesthetist.

Ostendarp is currently attending courses at the University of South Florida, where she hopes to continue her education.

Her husband, Francis, a deep sea member since 1984, is a recertified steward, currently working on board the *El Yunque*.

A June graduate from Eastern Regional High School in Voorhees, N.J., **Katelan Steele** has plans to enter the field of mathematics education and music.

The 18-year-old has seen how Mr. Olsen, a teacher with enthusiasm and creativity at her own school, got students excited about learning, and she would like to follow that example. "I always considered becoming a teacher," she noted in her application, "but through day after day of seeing Mr. Olsen slowly entice minds and inspire learning, I knew that I wanted not only to be a teacher, but to be a great teacher, a Mr. Olsen."

Steele's workload (account-

ing honors, calculus honors, history honors and AP English) was balanced by sports (field hockey and lacrosse) as well as other student activities (student council, performing in the school musical). She also continued to work a part-time job.

Her father is **James Steele**, an inland member since 1988.

A passion for success has been the driving force for **Erin Williams**, 18, throughout her high school years in Orangefield, Texas, where she ranked second in a class of 116.

Williams plans to attend the University of Texas at San Antonio with the ultimate goal of becoming an occupational therapist. But there are some steps she must take before reaching that goal, and Williams is up to the task.

To join the occupational therapy program at the University of Texas, San Antonio, she first must acquire a number of credits of prerequisite study, which she plans to do through the honors college there, majoring in biology with a minor in Spanish.

In high school, Williams was junior class historian and National Honor Society president. She also was active in student government and the drama club in addition to her heavy course load.

Williams stated in her application: "I am sure that my passion for learning will lead me to make a difference in the world, and the Seafarers International Union can be proud" to have had a part in that.

Her father is **Stephen Williams**, an inland member. He currently sails as a tugboat captain aboard the tug *Helen Moran*.

*It's never too early to start thinking about college. Seafarers and their spouses and dependent children who are contemplating furthering their education should start thinking now about applying for an SIU scholarship for next year. Don't wait until the last minute!*



Christopher Balatico



Eurel Manzano



Janet Ostendarp



Katelan Steele



Erin Williams



## Lt. General Tours School



Lt. Gen. Gary H. Hughey (right in photo at left), deputy commander of the U.S. Transportation Command (TRANSCOM), last month toured the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. He is greeted by (from left) Unlicensed Apprentices Selina Sobers, Jaime Diaz and Gabriel Albino. At right, Hughey visits the Joseph Sacco Fire Fighting and Safety School (part of the Paul Hall Center) with SIU VP Contracts Augie Tellez (center) and Paul Hall Center Safety Director James Hanson. TRANSCOM is responsible to the U.S. Secretary of Defense for the nation's defense transportation systems.



## Port/Shipboard Security An Ongoing Challenge

Continued from page 5

ly and in a timely manner as Congress intends and that major problems have arisen in the coordination among federal agencies on various issues and the key maritime stakeholders, both at home and abroad.

"We, therefore, request GAO's assistance in evaluating the implementation of the new statutory requirements to promote port security."

The senators asked that the GAO examine the administration's methodology and approach toward the initial port vulnerabil-

ity assessments and how they estimate the costs associated with fixing the deficiencies. The legislators also are seeking the tactic for developing the Sea Marshal program, the Automated Vessel Identification System, the maritime intelligence system requirements, the transportation worker ID cards, and the effort to certify secure systems of international intermodal transportation.

They also have requested an examination of how the administration will assess security efforts in foreign ports. Each of these elements is mandated in the new port security laws.

### Port Funding

The Department of Homeland Security last month awarded \$75 million to "high threat" ports nationwide. This funding was derived from the FY 2003 supplemental appropriations, signed into law in April. An additional \$35 million was set aside for radiological defense at the ports in New York/Newark and Charleston, S.C. The Coast Guard has estimated that it will require over \$6.6 billion over the next 10 years for private port facilities alone to meet the baseline mandates in the new federal port security laws.

### Another Port Security Bill

In another move on Capitol Hill, Senator Diane Feinstein (D-Calif.) in April introduced a bill entitled the Anti-Terrorism and

Port Security Act of 2003 (S. 746) to prevent and respond to terrorism and crime in or through ports. This measure would, if enacted, impose detailed requirements for electronic filing of manifests and mandate federal inspections of shipments at overseas locations, among other things.

According to several sources, including the *Journal of Commerce*, the bill calls on the Department of Justice to collect data on port crimes. The FBI did not incorporate cargo theft as a separate category in its crime statistics in July 2002 when Senator Hollings initially introduced his port security legislation.

The proposal also calls for advanced electronic reporting of cargo manifest data, and "shipment profiling." Many of the bill's provisions echo the U.S. Customs and Border Protection's (CBP) 24-hour rule. However, shippers and intermediaries—as well as carriers—would provide "the appropriate information regarding each shipment," according to the bill. The bill also would raise the penalty for filing false information to \$50,000 from \$1,000.

Feinstein's bill also would require carriers to use both a verbal description for cargo and a Harmonized Tariff System code number. Another data element would be the "continuous synopsis record" for the vessel. This is one of the new security provisions in the revised Safety of Life at Sea convention that International Maritime Organization members adopted late last year.

In introducing her bill, Feinstein said measures that the government has taken to date to improve port security do not go far enough, or fast enough. She concluded that ports "remain almost as vulnerable today as they were before September 11."

### Phase 2 of 24-hour rule

In another development, the CBP on May 1 launched the second phase of enforcement for the 24-hour rule. This directive, which became effective Dec. 2, 2002, requires an advance cargo declaration from sea carriers. CBP uses the cargo data to identify and eliminate potential terrorist threats before a vessel sails from a foreign port to U.S. ports,

rather than after a vessel and its cargo arrives in the United States.

Among the expanded enforcement actions which came on line under the second phase:

- CBP on May 4 issued "Do Not Load" messages for containerized cargo that has an invalid or incomplete cargo description. Enforcement efforts initially were focused only on significant violations of the cargo description requirements of the 24-hour rule. The use of such vague cargo descriptions as "Freight-All-Kinds," "Said-To-Contain," or General Merchandise" no longer will be tolerated.

- "Do Not Load" messages for clear violations of the consignee name and address requirement were issued May 15 by CBP. Under this change, consignee fields left blank, or the use of "To Order" and "To Order of Shipper" without corresponding information in the consignee field and notify party field, or consignee name with no address, incomplete address or invalid address are not acceptable.

- Also on May 15, CBP published monetary penalties for Foreign Remaining on Board (FROB) cargo that has an invalid cargo description and has been loaded on board the vessel without providing CBP a 24-hour time frame for targeting.

- Carriers may be assessed a \$5,000 penalty for first violation and \$10,000 for any subsequent violation attributable to the master. Non-vessel operating common carriers may be assessed liquidated damages in the amount of \$5,000. Every subsequent violation will also be \$5,000.

Enforcement of the 24-hour rule began Feb. 2 with the initial phase focused on significant violations of the cargo description requirement. If cargo was loaded without prior approval by CBP, the container was denied permit to unload at all U.S. ports.

CBP reportedly reviewed more than 2.4 million bills of lading between Feb. 2 and April 29. About 260 containers with inadequate cargo descriptions were denied loading for violation of the 24-hour rule. Most of these violations were resolved in time for the shipment to make its original voyage.

## Congress Hears Dredging Testimony

Continued from page 5

operate under an entirely separate set of rules? Maritime labor firmly believes that an unfair competitive environment does exist today in the U.S. dredging industry, which can no longer be tolerated and must be corrected by the U.S. Congress."

The unions noted that in 1992, Congress enacted legislation designed to tighten control over the domestic dredging fleet. The amendment clarified that the 75 percent citizen ownership requirement, mandated in U.S. cabotage policy, would apply to all vessels engaged in dredging in U.S. navigable waters, including any entity that charters a vessel for dredging in U.S. waters.

As recalled in the statement, in the spirit of fairness, Congress included a grandfather clause to allow the *Stuyvesant*, a U.S.-built, U.S.-flag hopper dredge to continue in domestic operation under charter to Royal Boskalis, a Dutch company, for as long as the *Stuyvesant* remained under the American flag, or until the end of its useful life. In addition, Congress permitted Royal Boskalis to operate other existing U.S.-flag hopper dredges and other non-hopper dredges that worked with the *Stuyvesant* or would be needed in the event of the disability of the *Stuyvesant*.

"For several years, this amendment worked as intended by the U.S. Congress," stated the

SIU and the Operating Engineers. "However, the U.S. Customs Service in 1998 issued a rather broad interpretation of the grandfather clause that has allowed Royal Boskalis to expand into a much larger non-hopper segment of the dredging market. As a result, Royal Boskalis today controls a fleet of 16 vessels, including at least six dredges, through a joint venture with Bean Dredging known as Bean Stuyvesant LLP. Today, Boskalis, the largest dredging company in the world conducting 35 percent of the world's dredging operations in more than 50 countries, is primed to dominate the U.S. dredging market. Contrary to congressional intent in 1992 to limit foreign interest in the U.S. dredging trade, the Customs Service ruling has in effect circumvented the will of Congress when it bestowed on a foreign company benefits not offered to U.S. companies and thereby in all reality encouraged its rapid expansion in the domestic dredging market."

The unions further stated, "The level playing field intended by the Congress has been turned upside down. The Bean Stuyvesant joint venture enjoys access to the financial resources of its foreign parent, Royal Boskalis, and as a result is in a position to destabilize U.S. market conditions, thereby hindering the ability of some American companies to obtain suitable financing. Further, Bean Stuyvesant enjoys trading advan-

tages not available to other U.S. industry participants. The Bean Company is free to charter its dredging equipment to a non citizen—no American company can do so. Bean Stuyvesant has the commercial flexibility to reflag its equipment and then return to the American flag and American market without asking congressional permission—no American company can do so...."

"Clearly, the Bean Stuyvesant operation goes well beyond the intent of Congress when it approved the 1992 amendment to tighten the control over ownership in the U.S. domestic dredging trade. Congressman Billy Tauzin, Chairman of the Coast Guard Subcommittee and floor manager of the 1992 legislation, was very clear about the intent of Congress when he stated that the purpose of the amendment was to 'close loopholes in the Federal law' and to 'make all domestically operated dredges subject to the same documentation and ownership requirements as other vessels under the coastwise trade laws.' Unfortunately, the Customs Service interpretation has opened a wide loophole that has benefited foreign interests at the expense of American operators adhering to the standards mandated by the U.S. Congress. The Seafarers International Union and the Operating Engineers urge the Congress to close the door to the *Stuyvesant* loophole."





**HOUSTON**  
Left: Members of the Seafarers International Union recently showed their support for Machinists and Aerospace Workers in Houston. The informational picket line was set up to highlight the need for a new contract for the workers at Westwood College of Aviation Technology and to pressure the company to bargain in good faith. From the left are SIU Patrolman Chad Partridge, OS Michael Russo, SIU Patrolman Dave Heindel Jr. and Recertified Bosun Ralph Moore.

# Seafarers on the Job



**ABOARD THE AMERICAN TERN**  
Chief Cook Elizer Saintvil (left), SA Lourdes Calderon (center) and Chief Steward Breon Lucas enjoy working aboard the *American Tern*. This was Lucas' first job as chief steward and he thanked the crew and officers for all their support and encouragement, especially Capt. Edward Sica and Capt. Tim Adams. The SIU-crewed *American Tern*, operated by Osprey Ship Management for the Military Sealift Command, supports Operations Deep Freeze and Pacer Goose, the annual resupply missions, respectively, to McMurdo Base in Antarctica and Thule Air Base in Greenland.



**GALVESTON**  
The *Sound Reliance* and its accompanying double-hulled barge 550-2—one of the three new articulated tug-barge (ATB) tank vessel units crewed by SIU members—recently docked in Galveston to pick up a load for the West Coast. Aboard the vessel are (from left, front row) AB Sherman Sakatani, AB Daniel Monjarres, Captain Tom Lenfestey, SIU Patrolman David Heindel Jr., Cook Karen Mischel and Chief Engineer Jeremy Abel. In the back are AB Marc Tomuschat and 2<sup>nd</sup> Mate Bobby Boone.



**ABOARD THE USNS IMPECCABLE**  
QMED William Ryan, 57, passed away March 5 after a long battle with cancer. His ashes were scattered at sea, 120 miles east of Cape Hatteras, N.C. Ryan, who joined the SIU in 1990 after service in the U.S. Navy, was a resident of Hampton, Va. All off-duty crew members aboard the *USNS Impeccable* (Maersk Lines) observed a minute of silence for their fellow seafarer. They included OS Dustin Gallop, EU Dennis Middleton, Bosun James Gregory and AB Denyse Sineath as well as Capt. Philip Knauss, Chief Engineer Gary Perry, 1<sup>st</sup> Engineer Steve Miller, 2<sup>nd</sup> Engineer Lee Bernheisel and 3<sup>rd</sup> Engineer Sean Wills.

## ABOARD THE MAERSK MISSOURI

The photo at right and those below were taken in Elizabeth, N.J. at a payoff earlier in the year aboard the *Maersk Missouri*. The vessel is one of four modern Panamax G-Class vessels operated by Maersk Line, Ltd. and enrolled in the U.S. government's Maritime Security Program. The containership is in service between the U.S. East Coast and ports in the Mediterranean, Middle East and Indian subcontinent. From the left are SIU Patrolman Oscar Lopez, QMED James McParland, QERM Joe Brown and QERM Robert McMurray.



Left: Chief Cook Melvin Hite listens attentively during the ship-board meeting.



Taking care of necessary paperwork at payoff are SA Denis Cossio (left) and AB Terry Arbua.



Recertified Steward Gary Griswold enjoys working in the gleaming galley area aboard the *Maersk Missouri*.



Everything is still very new—and neat—aboard the *Maersk Missouri*, from the wheelhouse (left) to the mess hall.





# Union Industries Show 2003

## 'The American Dream, Union-Made'



AFL-CIO Secretary-Treasurer Richard Trumka (second from right) and Maryland State & District of Columbia AFL-CIO President Fred D. Mason, Jr. (second from left) are greeted at the SIU booth by SIU President Mike Sacco (far right) and AFL-CIO Maritime Trades Department Secretary-Treasurer Frank Pecquex.

The SIU and its affiliated union, the United Industrial Workers (UIW), participated in the annual AFL-CIO Union Industries Show May 2-5 in Pittsburgh. More than 200,000 visitors turned out for the free-admission event, which took place at the new David L. Lawrence Convention Center.

The show is produced by the AFL-CIO Union Label and Service Trades Department, in collaboration with area unions, central labor councils, state labor federations and union-contracted employers. This year's theme was "The American Dream, Union-Made."

Recapping the event, the Union Label and Service Trades Department noted in a statement, "The show appealed to all age groups: retirees, young families, teens and tots. Visitors saw the latest in American-made autos, motorcycles, recreation vehicles, hardware, work clothes, sporting goods, baked goods and groceries. Skilled union members demonstrated their trades and talents—and offered information on the training that prepared them for good union jobs and the pay and benefits that those jobs provide."

Charles Mercer, president of the department, described the show as "an educational and entertaining experience for the whole family. The exhibits, demonstrations and prizes offer something for everyone."

Billed as the largest exhibition of union workers' skills and services, the show featured millions of dollars worth of union-made, American-made products. Mercer pointed out that in recent years the show also has

evolved into an educational forum to provide participating unions the opportunity to showcase the skills and expertise of their members and the value they add to their communities and lend to the nation.

UIW-contracted companies that participated in the 2003 show included Franklin International, Bron Shoe, and Worthington Foods, each of Columbus, Ohio; Church & Dwight of London, Ohio; A&E Products Group of Ringtown, Pa.; Sealy Mattress of Williamsport, Md.; and Southern California-based Cott Beverages USA (San Bernardino), Chicken of the Sea (Terminal Island), La Victoria

(Chino), Juanita's Foods (Wilmington) and the Queen Mary (Long Beach).

Information on the Paul Hall Center for Maritime Training and Education's unlicensed apprentice program also was available at the booth shared by the SIU and UIW.

This was the first major event at the 330,000 square-foot convention center, but the third time that Pittsburgh has hosted the Union Industries Show. The show first was conducted in 1938. It skipped some of the World War II years, but restarted in 1948 in Milwaukee and has run every year since. Other show visits to Pittsburgh were in 1965 and 1982.



The 2003 Union Industries Show was the first major event conducted at Pittsburgh's new convention center.



Union Label and Service Trades Department President Charles Mercer (wearing tie) is pictured at the booth shared by the SIU and UIW. Joining him are (back row, from left) UIW VP Herb Perez, UIW VP Bill Ellis, retired UIW VP Bill Dobbins, MTD Secretary-Treasurer Frank Pecquex, (front, from left) Carmella Spadaro and UIW National Director John Spadaro, Mercer and Jody Dobbins.



UIW National Director John Spadaro (with back to camera) handles one of the many giveaways that are part of the show's attraction.



The United Auto Workers show off one of their new vehicles.



Food items were a big part of the SIU-UIW display.



More than 200,000 visitors attended the four-day event.



Bron Shoe (left) and the Queen Mary (right) are two of many UIW-contracted companies that participated in this year's show.





# Returning Seafarers Honored

Continued from page 3

way to deliver vital military cargo to our war fighters in support of our nation's defense," Vice Admiral Brewer said.

MSC Maritime Prepositioning

Ships Project Officer Mike Neuhardt stated, "Commercial mariners bring professional experience in ship maintenance, navigation and cargo transportation to the fight. Their history of service in prior wars is legendary."



ABOVE: QMED Bob Maurer (second from left) receives his commendation on the *Cape Washington*. Pictured from left to right are Transportation Deputy Secretary Michael Jackson, Maurer, Maritime Administrator Capt. William Schubert and M. Nuns Jain, director of MarAd's South Atlantic Region.

BELOW PHOTOS: Second Cook/Baker Andre Zene, GVA Kenny Seals, AB Hector Regalado and QMED George Murphy accept their awards from the same trio.



## REMINDER/NOTICE:

### NEW POLICY REGARDING VACATION APPLICATIONS

Effective immediately, original payroll vouchers must be submitted to verify employment—in addition to any Coast Guard discharges—for all vacation applications. These original documents will be returned to the applicant along with the vacation check.

Failure to submit original pay vouchers could delay the processing of vacation benefits.



# Supporting Our Troops

The SIU-crewed *Baldomero Lopez*, part of the U.S. Military Sealift Command's prepositioning fleet, mobilized for Operation Iraqi Freedom in support of U.S. troops. MSC notes that prepositioning vessels "contain nearly everything the Marines need for initial military operations—from tanks and ammunition to food and fuel to spare parts and engine oil." Pictured below are some of the Seafarers who sailed aboard the *Baldomero Lopez* during the war.



AB George Marfo, AB Timmy Kotsis, QMED Pumpman Dan Kresconko, QMED Talib Diekins



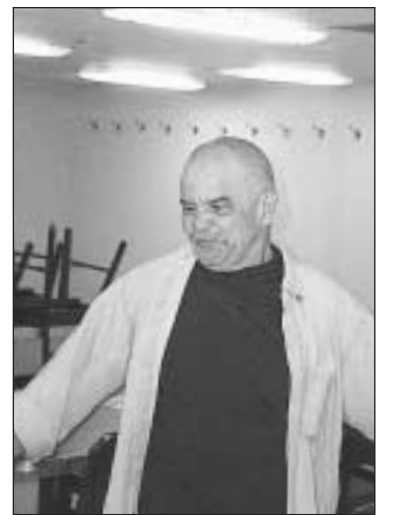
Chief Steward Scott Dottino



Chief Steward Scott Dottino, QMED Pumpman Dan Kresconko



Cook/Baker Louis Hyde



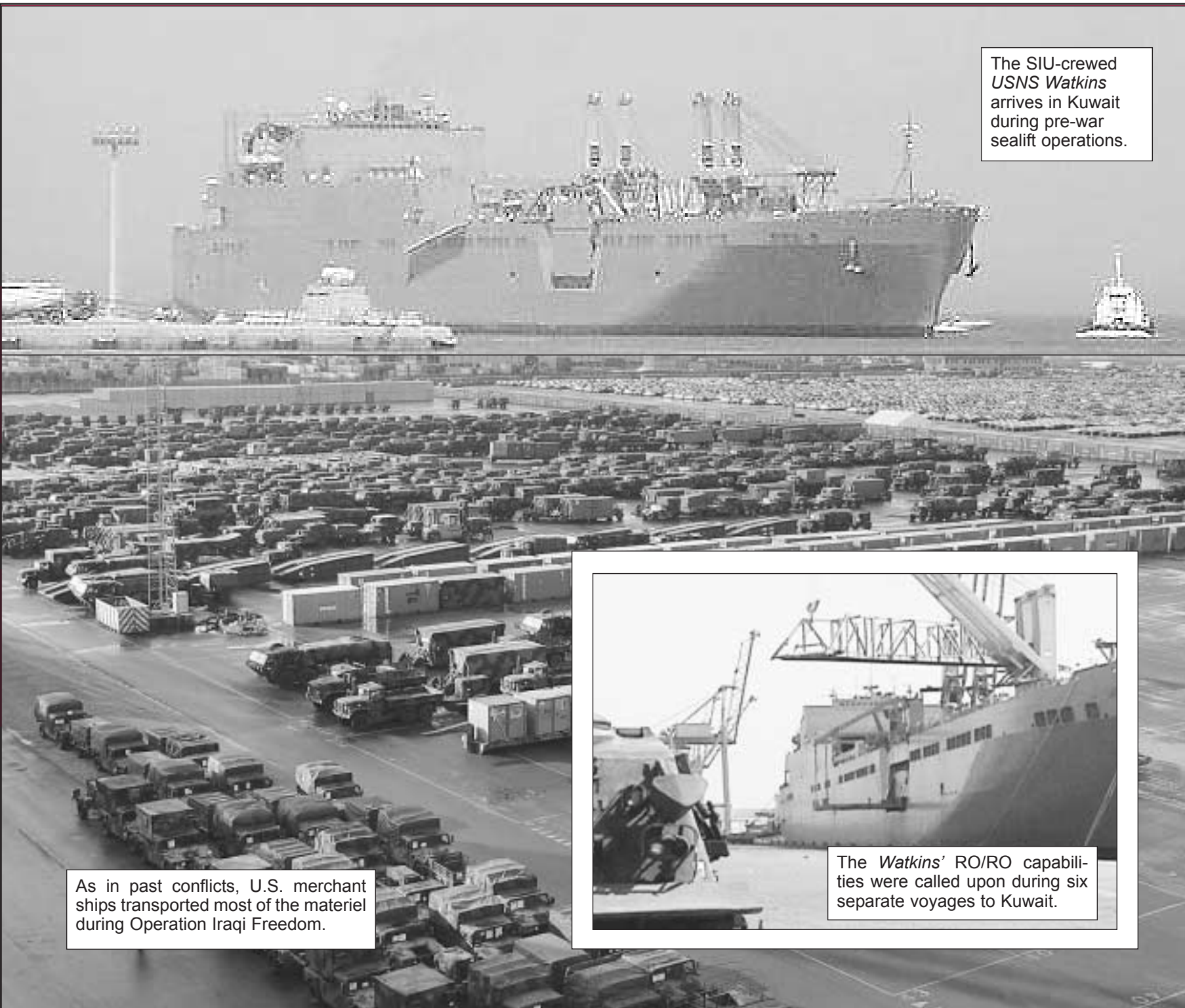
SA Virgilio Hoffman

Right: AB George Margo, Bosun Gerald Kelly, SA Charles Arasa

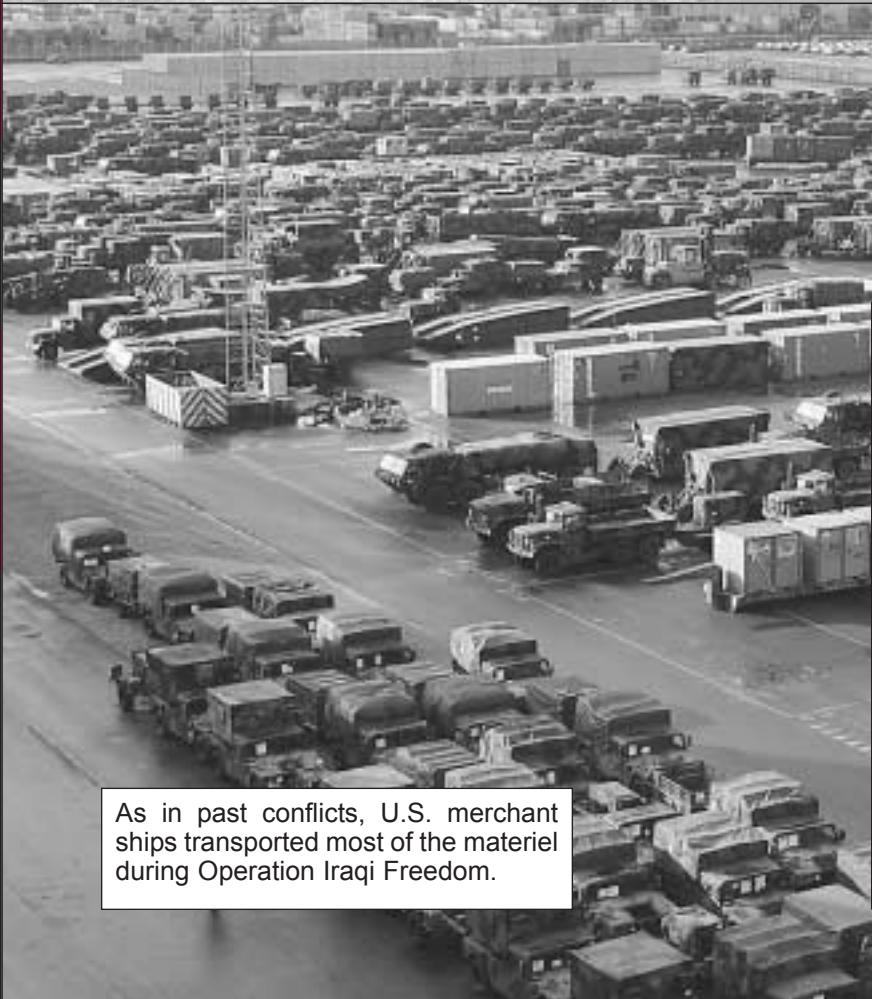


Left: AB Leroy Reed, AB Rodolfo Garcia, AB Ricardo Abella, AB Larry Childress

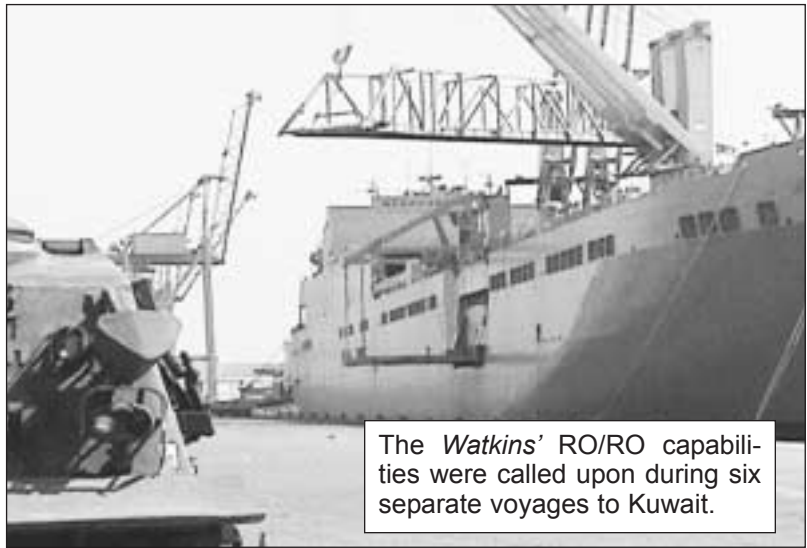




The SIU-crewed *USNS Watkins* arrives in Kuwait during pre-war sealift operations.



As in past conflicts, U.S. merchant ships transported most of the materiel during Operation Iraqi Freedom.



The *Watkins'* RO/RO capabilities were called upon during six separate voyages to Kuwait.



You name it, the *Watkins* probably carried it during the war. The Seafarers-crewed ship transported U.S. helicopters, ammo, tanks, radar equipment and much more.





# Proud to do Our Part'

## *USNS Watkins Crew Shares Camaraderie With U.S. Army and Delivers the Goods*

From last August through the combat phase of Operation Iraqi Freedom, the SIU-crewed *USNS Watkins* made six voyages to Kuwait, where it offloaded materiel for U.S. armed forces.

Throughout those many months, miles and cargoes, the ship ran trouble-free and the crew embraced its mission.

"Every single person did a great job," said Bosun **James Walker**, who was aboard the *Watkins* for four of the six voyages. "The SIU crew members were efficient, and we were proud to serve and support our troops. That's the way we felt—proud to do our part."

As more and more Seafarers illustrate their experiences from Operation Iraqi Freedom, it appears reasonable to describe the *Watkins* as generally representative of the more than 100 SIU-crewed ships involved in the mission. With vessels returning to U.S. ports across the country (many of the ships will continue sailing for the postwar sealift operations), Seafarers are reporting that their wartime voyages were characterized by quiet resolve and patriotism, long hours and a cooperative spirit that helped overcome potential obstacles.

Walker also touched on another common theme: respectful camaraderie between the merchant mariners and the armed-forces personnel who provided shipboard security.

"When we carried the Army personnel, it gave you a whole new sense

of the mission," the bosun stated. "You get to know the Army guys, it makes you even more proud to do your part. They have their own discipline and way of doing things, but they felt like family. It was a hard thing to see them go into the desert when we had to leave Kuwait. But I always wished them well, thanked them and told them to come home safe."

The *Watkins*, operated by Maersk Line, Limited for the U.S. Military Sealift Command (MSC), is part of the large, medium-speed, roll-on/roll-off (LMSR) fleet of 20 vessels built or converted as a result of studies examining U.S. sealift capabilities during the Persian Gulf War. For Operation Iraqi Freedom, the *Watkins* transported U.S. helicopters, tanks, ammunition, ambulances, bridge equipment, cranes, tow trucks, supply trucks, jeeps, humvees, mine-locating equipment, radar systems and more. The cargo was discharged in Shuaybah, Kuwait.

Walker noted that the voyages to Kuwait marked "the first time for the chief mate and I to deploy the (ship's) bridge, and we did it in record time. The captain complimented us on how fast and safe we did it. I can't say enough about the SIU crane drivers we had. They're very well-trained, and that makes a big difference."

The bosun also praised the steward department, "who on every trip had to serve at least 20 extra people at sea and at least 40 extra people in port. They never slacked off a bit."



Bosun James Walker said crew members showed quiet but persistent resolve in delivering the goods. Pictured from upper left are Walker, 2<sup>nd</sup> Mate (and SIU hawsepiper) Stephen Barry, QMED Julian Rozier, OSS John Jackson and Terrance Jones, and GUDE Maurice Gilchrist.





# SEATU Members Commended for Rescue

Even though **Jeff Zeller** and **Brian Bollinger**—both members of the Seafarers Entertainment and Allied Trades Union (SEATU), an affiliate of the SIU—weren't expecting anything in return for saving a person's life two years ago, when the recognition came recently in the form of a Coast Guard Public Service Commendation Award, it was a nice surprise.

Zeller, 47, a senior deckhand aboard the *Alton Belle*, and Bollinger, 35, a deckhand on the same vessel, were at their regular duties Sept. 21, 2000 when a phone call from the police—who had been notified by passersby— informed them that someone had jumped from a nearby bridge and needed assistance.

The two quickly jumped into the *Alton Belle's* rescue boat and arrived at the scene three or four minutes later. It was a cold and windy day, and they weren't really able to see the woman, who apparently had tried to commit suicide, until they were about 25 feet from her. Once they pulled her from the

river and got her into the boat, they sped to emergency crews waiting on shore. (A spokesman from the hospital where she was taken later said she had not been injured in the fall.)

This was another good example of how training and practice pays off. Zeller has been aboard the *Alton Belle* since 1991 (even before SEATU became the bargaining unit for the vessel's crew members) and has taken a number of training courses conducted on-site by instructors from the Paul Hall Center for Maritime Training and Education. Bollinger also has rescue training; prior to becoming a SEATU member nine years ago, he was a fireman and EMT.

Additionally, weekly drills are held aboard ship, and the rescue boat is often put in place when someone has threatened to jump from the bridge, "but this was the first time I actually rescued someone," noted Zeller, "and it felt great."

Since the city of Alton does not have a regular Coast Guard presence or a dedicated water patrol for

the many pleasure boats in the area and the occasional bridge jumper, the marine crew of the *Alton Belle* is often asked to render assistance.

John Mosele, senior captain of the *Alton Belle*, nominated Zeller and Bollinger for the prestigious award, which represents the highest traditions of humanitarian service. U.S. Coast Guard Chief Warrant Officer Jeff Carie came aboard the *Alton Belle* April 16 to present both men with the Public Service Commendation Award in recognition of their "swift action" in saving the life of the 46-year-old woman who jumped from the Clark Bridge into the Mississippi River.

It may have taken the Coast Guard a little longer than usual to recognize the contributions of these two men due to manpower shortages following 9/11 as well as homeland security issues, but Zeller and Bollinger were both surprised and proud of being recognized for their work. Both, however, noted modestly, "We were just doing our job."



The Telegraph/John Badman  
Senior Deckhand Jeff Zeller (left) and Deckhand Brian Bollinger (right) listen as U.S. Coast Guard Chief Warrant Officer Jeff Carie reads the Public Service Commendation Award presented April 16 to the two SEATU members for rescuing a woman who jumped from a bridge into the Mississippi River almost three years ago.



The Telegraph/John Badman  
The two *Alton Belle* crew members (Bollinger on the left and Zeller on the right) speed the rescued woman to emergency crews on shore.

## Training Pays Off in Sioux City

Another rescue in which well-trained SEATU members played a part took place May 7 on the Missouri River in Sioux City, Iowa.

The operator of a 35-foot Bayliner Cuddy Cabin was heading upstream and may have hit a piling. When the boat capsized, the operator was trapped inside for a short period of time but finally managed to extricate him-

self and swim to the Nebraska side of the river, where he was transported to a local hospital with minor injuries.

Tim Kelly, captain of the *Argosy-Sioux City*, learned of the emergency and sent two crew members, including SEATU member **Teresa Beatty**, a senior deckhand, out in the rescue boat to render assistance. Making sure no one else was trapped in the vessel, they attached a marker to the boat and returned to the *Argosy* for a larger line. The capsized boat was drifting down river, so they tied it to a wooden post near the bank and then turned it over to the Coast Guard Auxiliary. A salvage tow later pulled it from the water.

This event happened during the same week that Bob Miller and Mike Daras, instructors from the Paul Hall Center for Maritime Training and Education in Piney Point, Md., were on site aboard the *Argosy-Sioux City* conducting general safety training. They were returning from obtaining the supplies needed to conduct a

course on the use of fire extinguishers, Daras noted, when they saw a helicopter circling the area. By the time they got back to the vessel, the events had already unfolded and Daras says they only witnessed the end of the rescue.



Captain Tim Kelly congratulates Senior Deckhand Teresa Beatty, a member of the SIU affiliate SEATU, for her help in a recent rescue operation.

## How to Write to Congress

Members of Congress may be contacted by letter or e-mail. To locate an address, go to [www.senate.gov](http://www.senate.gov) or [www.house.gov](http://www.house.gov). The SIU's web site at ([www.seafarers.org](http://www.seafarers.org)) provides links to those sites and to the White House under our "Member Benefits & Resources" section.

When writing to U.S. senators and congressmen by mail or e-mail, remember to be concise. State your purpose, be factual and explain how legislation probably will impact you and others. If writing about a specific bill, include its name and number (House bills begin with H.R., Senate bills with S.). Also be sure to include your name and return address.

To write to a senator, address the letter to:

The Honorable (Name)  
United States Senate  
Washington, DC 20510

To write to a representative, address the letter to:

The Honorable (Name)  
United States House of  
Representatives  
Washington, DC 20515

The telephone number for the Capitol switchboard is: (202) 224-3121.



## Plan Your Vacation at Piney Point

### UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center is limited to **two weeks** per family.

Member	\$40/day
Spouse	\$10/day
Child	\$10/day

**Note:** There is no charge for children 11 years of age or younger. The prices listed above include all meals but do not include tax.

School is out for the year, and it's time for the long-awaited summer vacation. You can give this subject lots of thought and consideration, but when it comes down to making your final selection, you can't do better than a holiday at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This benefit, unique to Seafarers, offers comfortable accommodations, three meals each day and lots of opportunities for activities that will please every member of the family—and all at a very reasonable rate (see box at left).

Swimming, boating, fishing and playing tennis are but a few of the options available within the center complex. For those who wish to venture farther afield, the choices are endless. Piney Point is just a little more than an hour's drive to any number of exciting destinations in the metropolitan Washington, D.C. area (which includes Arlington and Alexandria, Va. and Baltimore and Annapolis, Md.)—museums, ballparks, historical sights, craft shows, concerts and much, much more.

Send the completed application form (below) to the address listed and be able to look back on a memorable 2003 summer vacation.

### PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: \_\_\_\_\_  
 Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone number: \_\_\_\_\_  
 Number in party / ages of children, if applicable: \_\_\_\_\_  
 Date of arrival: 1st choice: \_\_\_\_\_ 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_  
 (Stay is limited to a maximum of two weeks)  
 Date of departure: \_\_\_\_\_

Send this completed application to the Seafarers Training & Recreation Center,  
P.O. Box 75, Piney Point, MD 20674-0075.

6/03



# Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 2003

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
Algonac	1	4	1	0	1	1	1	2	3	2
Baltimore	11	3	1	5	4	1	2	14	4	3
Guam	4	5	0	1	4	0	0	3	5	1
Honolulu	8	3	0	6	1	1	0	11	7	0
Houston	34	9	14	18	9	5	12	42	18	28
Jacksonville	39	21	8	24	11	6	21	52	42	18
Mobile	13	12	3	4	4	2	3	27	13	7
New Orleans	16	15	10	9	7	4	1	26	24	23
New York	23	10	20	13	4	4	8	49	21	37
Norfolk	10	14	5	6	10	2	4	24	19	12
Philadelphia	7	0	1	3	1	0	1	8	3	3
Piney Point	2	2	1	0	1	1	1	2	4	4
Puerto Rico	6	6	0	3	3	0	4	13	7	4
San Francisco	20	5	2	12	2	1	7	29	15	4
St. Louis	1	3	0	1	1	2	1	0	3	2
Tacoma	23	13	14	15	13	8	9	43	25	34
Wilmington	21	10	9	17	13	5	11	38	20	22
<b>Totals</b>	<b>239</b>	<b>135</b>	<b>89</b>	<b>137</b>	<b>89</b>	<b>43</b>	<b>86</b>	<b>383</b>	<b>233</b>	<b>204</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	2	0	0	1	0	0	0	1	1
Baltimore	5	4	0	5	2	1	1	5	6	1
Guam	1	0	0	1	0	0	0	1	1	0
Honolulu	2	2	1	1	2	0	0	8	4	3
Houston	15	3	6	10	3	0	4	19	10	14
Jacksonville	14	19	4	14	14	2	6	28	29	8
Mobile	6	9	2	7	2	0	1	10	12	2
New Orleans	5	8	6	7	3	1	1	9	11	7
New York	6	11	9	2	6	1	4	21	19	14
Norfolk	5	16	3	3	5	2	4	12	19	6
Philadelphia	1	1	1	1	1	0	1	5	4	2
Piney Point	2	1	0	1	1	0	0	5	1	0
Puerto Rico	2	2	0	3	1	0	1	7	2	1
San Francisco	14	6	4	11	8	1	6	15	8	3
St. Louis	1	2	2	1	3	0	0	1	1	2
Tacoma	11	18	8	7	9	3	6	15	23	10
Wilmington	5	5	5	5	4	0	1	12	9	9
<b>Totals</b>	<b>95</b>	<b>109</b>	<b>51</b>	<b>79</b>	<b>65</b>	<b>11</b>	<b>36</b>	<b>173</b>	<b>160</b>	<b>83</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	0	2	0	0	1	0	1	0	1	0
Baltimore	2	2	1	0	1	1	0	4	2	0
Guam	1	1	1	0	1	0	0	1	1	1
Honolulu	9	4	0	7	2	0	2	17	6	4
Houston	19	1	0	9	2	0	7	24	5	5
Jacksonville	16	6	7	11	5	0	8	29	11	10
Mobile	5	9	0	2	3	0	2	8	10	2
New Orleans	5	6	1	6	2	0	1	12	10	2
New York	14	1	4	8	1	3	2	31	5	4
Norfolk	8	12	1	0	7	3	3	13	9	6
Philadelphia	4	1	0	4	0	0	3	2	2	0
Piney Point	3	2	1	1	1	0	1	6	5	3
Puerto Rico	1	1	0	0	0	0	0	3	3	0
San Francisco	19	3	0	15	1	0	12	41	7	3
St. Louis	1	1	0	1	0	0	1	0	1	0
Tacoma	10	5	2	12	1	1	7	27	5	4
Wilmington	17	7	2	13	2	0	6	31	12	5
<b>Totals</b>	<b>134</b>	<b>64</b>	<b>20</b>	<b>89</b>	<b>30</b>	<b>8</b>	<b>56</b>	<b>249</b>	<b>95</b>	<b>49</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	0	1	0	0	0	0	0	1	4
Baltimore	0	3	3	0	0	1	0	0	4	3
Guam	0	2	2	0	1	0	0	0	5	3
Honolulu	4	10	8	3	3	1	0	10	25	16
Houston	3	7	13	2	5	4	0	7	26	25
Jacksonville	6	15	22	4	8	8	0	6	18	32
Mobile	1	7	3	1	2	0	0	0	9	7
New Orleans	2	8	5	2	3	1	0	1	13	15
New York	6	35	24	2	9	5	0	11	63	45
Norfolk	0	14	8	0	3	3	0	0	21	17
Philadelphia	1	0	4	1	0	0	0	0	1	4
Piney Point	0	2	20	0	2	24	0	0	2	34
Puerto Rico	2	2	1	1	2	1	0	2	3	3
San Francisco	8	15	7	4	8	3	0	8	34	15
St. Louis	0	0	1	0	1	1	0	0	0	0
Tacoma	5	17	19	2	8	12	0	7	36	34
Wilmington	4	7	13	2	7	5	0	4	12	24
<b>Totals</b>	<b>42</b>	<b>144</b>	<b>154</b>	<b>24</b>	<b>62</b>	<b>69</b>	<b>0</b>	<b>56</b>	<b>273</b>	<b>281</b>
<b>Totals All Departments</b>	<b>510</b>	<b>452</b>	<b>314</b>	<b>329</b>	<b>246</b>	<b>131</b>	<b>178</b>	<b>861</b>	<b>761</b>	<b>617</b>

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

## July & August 2003 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: July 7, August 4
Algonac	Friday: July 11, August 8
Baltimore	Thursday: July 10, August 7
Boston	Friday: July 11, August 8
Duluth	Wednesday: July 16, August 13
Guam	Thursday: July 24, August 21
Honolulu	Friday: July 18, August 15
Houston	Monday: July 14, August 11
Jacksonville	Thursday: July 10, August 7
Mobile	Wednesday: July 16, August 13
New Bedford	Tuesday: July 22, August 19
New Orleans	Tuesday: July 15, August 12
New York	Tuesday: July 8, August 5
Norfolk	Thursday: July 10, August 7
Philadelphia	Wednesday: July 9, August 6
Port Everglades	Thursday: July 17, August 14
San Francisco	Thursday: July 17, August 14
San Juan	Thursday: July 10, August 7
St. Louis	Friday: July 18, August 15
Tacoma	Friday: July 25, August 22
Wilmington	Monday: July 21 Tuesday: August 19*

\*change created by Paul Hall's birthday holiday

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

### Personals

**JOHN THOMAS THOMPSON**

Please contact your mother at (510) 843-0990 regarding an inheritance.

**SHIPMATES OF PAUL LEWIS**

Retired Recertified Bosun Paul Lewis would like to hear from former shipmates. He may be reached at (603) 969-2103.

### ATTENTION SEAFARERS



**CONTRIBUTE TO SPAD**



## Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski,

*Vice President Lakes and Inland Waters*

Dean Corgoy, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

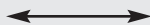
Joseph T. Soresi, *Vice President Atlantic Coast*

Kermett Mangram,

*Vice President Government Services*

René Lioeanjie, *Vice President at Large*

Charles Stewart, *Vice President at Large*



### HEADQUARTERS

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

### ALGONAC

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

### ALTON

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

### ANCHORAGE

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

### BALTIMORE

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

### BOSTON

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

### DULUTH

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

### GUAM

P.O. Box 23127, Barrigada, Guam 96921  
125 Sunny Plaza, Suite 301-E  
Tun Jesus Crisostomo St., Tamuning, Guam 96911  
(671) 647-1350

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

### SANTURCE

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

### ST. LOUIS

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

APRIL 2003

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	2	0	2	0	0	3	6	10	0
Houston	10	3	7	1	0	3	15	4	10	27
Harvey, LA	3	0	4	5	0	1	4	7	5	17
New York	13	1	3	6	0	0	8	12	10	24
Norfolk	5	0	0	2	0	0	0	4	0	0
San Pedro	11	1	0	1	0	0	13	128	33	0
Tacoma	1	1	1	0	0	0	3	30	12	5
<b>Totals</b>	<b>48</b>	<b>8</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>191</b>	<b>80</b>	<b>73</b>

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	0	0	1	0	0	1	0	0	0
Houston	3	0	6	3	0	4	6	1	3	21
Harvey, LA	1	0	3	2	0	1	2	6	0	7
New York	6	0	3	2	0	2	5	20	9	14
Norfolk	1	0	0	0	0	0	0	5	0	0
San Pedro	2	2	0	2	0	0	1	47	48	0
Tacoma	1	2	0	0	0	0	1	20	6	6
<b>Totals</b>	<b>16</b>	<b>4</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>99</b>	<b>66</b>	<b>48</b>

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	0	0	0	0	0	0	2	3	0
Houston	3	0	4	0	0	1	2	7	1	12
Harvey, LA	1	0	1	1	0	1	2	3	1	3
New York	4	0	0	5	0	0	2	14	5	10
Norfolk	1	0	0	1	0	0	0	2	0	0
San Pedro	2	7	0	0	0	0	9	74	33	0
Tacoma	1	1	0	0	0	0	1	7	4	2
<b>Totals</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>109</b>	<b>47</b>	<b>27</b>

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	0	0	1	0	0	0	0	0	18	2
Houston	3	3	6	0	0	2	18	4	28	47
Harvey, LA	3	1	2	0	0	1	3	4	0	14
New York	6	4	10	0	0	4	7	32	52	100
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	2	11	0	1	0	0	9	0	0	0
Tacoma	0	2	2	0	0	0	0	2	11	16
<b>Totals</b>	<b>14</b>	<b>21</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>37</b>	<b>42</b>	<b>109</b>	<b>179</b>

Port	Group I	Group II	Group III	Group I	Group II	Group III	Trip Reliefs	Group I	Group II	Group III
<b>Totals All Departments</b>	<b>92</b>	<b>41</b>	<b>53</b>	<b>35</b>	<b>0</b>	<b>20</b>	<b>115</b>	<b>441</b>	<b>302</b>	<b>327</b>

## PIC-FROM-THE-PAST

This photo was sent to the LOG by Paul Lewis of Chesapeake, Va. It was taken of the deck gang on the *Cornhusker State* in April 1991 after a four-month trip to deliver its cargo of military supplies to Saudi Arabia in an effort to free Kuwait from the invading Iraqis. That was known as Operation Desert Shield/Desert Storm. Lewis, who was the ship's bosun, is standing second from right.

The very same auxiliary crane ship, operated by SIU-contracted IUM, was deployed more than 11 years later in support of yet another conflict in that same part of the world—this time in Operation Enduring Freedom, the nation's war against terrorism.







On this page (and page 20), the *Seafarers LOG* presents brief biographical accounts of 31 retiring Seafarers.

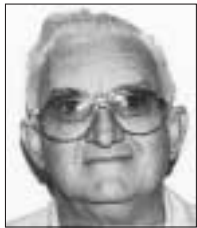
#### DEEP SEA



**ALBERT ALEXANDER**, 58, started his SIU career in 1965 in the port of New York. Born in Norfolk, Va.,

Brother Alexander is a veteran of the U.S. Marine Corps. The deck department member enhanced his skills in 1997 and 2001 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. A resident of Virginia Beach, Va., he last sailed on the *Sea-Land Performance*.

**JOSEPH ARCH**, 58, launched his career with the Seafarers in 1959 in the port of New York. Brother Arch first



went to sea on the *Losmar*, a Calmar Steamship Corp. vessel. Born in Honduras, he worked in the engine department and upgraded his skills earlier this year at the Seafarers training school. Brother Arch last shipped on the *Chemical Explorer*. He calls Meraux, La. home.



**GUADALUPE BANDA**, 67, hails from Sugarland, Texas. He began his career with the Seafarers in

1964 in the port of New York. Brother Banda worked in both the deep sea and inland divisions as a member of the engine department. He honed his skills at the Paul Hall Center in 2002. Brother Banda last went to sea on the *Diamond State*. He is a resident of Houston.

**RUSSELL BARRACK**, 46, joined the Seafarers in 1975 in the port of Piney Point, Md. He first worked on a Hudson



Waterways vessel. Brother Barrack shipped in the deck department as a bosun and upgraded his skills often at the Seafarers training school, completing the bosun recertification course in 1993. Brother Barrack's last voyage was aboard the *ITB Philadelphia*. The Virginia-born mariner lives in his native state in White Stone.



**JIMMIE BINGHAM**, 67, joined the Seafarers in 1968 in San Francisco. The Mississippi-born mariner

worked in the steward department, most recently aboard the *Ewa*, an American Ship Management vessel. Brother Bingham makes his home in Oakland, Calif.

**MIGUEL HIDALGO**, 69, started his SIU profession in 1961 in San Francisco. A veteran of the U.S. Army, Brother



Hidalgo initially sailed aboard Delta Steamship Lines' *Santa Maria*. The California-born mariner worked in the steward department. He last went to sea on the *Cape Girardeau*, an American Ship Management vessel. Brother Hidalgo is a resident of Daly City, Calif.

**EDWARD KING**, 65, hails from Maryland. Brother King commenced his career with the Seafarers in 1972 in the port of Baltimore. His first ship was the *Van Horizon*. A deck department member, Brother King improved his skills in 1977 and 2001 at the Seafarers training school. He last worked on the *Atlantic Guardian*, a Global Marine Systems vessel. Brother King calls Pikesville, Md. home.



**HARRY LIVELY**, 57, embarked on his career with the Seafarers in 1977 in Seattle. Brother Lively, a veter-

an of the U.S. Navy, was born in Nevada. The steward department member upgraded his skills at the Paul Hall Center on a number of occasions, including in 1987 when he completed steward recertification training. His last trip was on the *Sea-Land Voyager*. Brother Lively is a resident of Roy, Wash.

**MUSTAFA OSMAN**, 63, began his career with the Seafarers in 1966 in the port of New York. The engine department member first sailed aboard the *Platte*. Brother Osman upgraded his skills often at the Seafarers training school in Piney Point, Md., attending the institution six times during his career. His final trip to sea was on the *LNG Leo*. The Arabian-born mariner now makes his home in Houston.

**SABINO PACHECO**, 65, hails from Puerto Rico. He joined the SIU in 1978 in New Orleans. Brother Pacheco first sailed on a Delta Steamship Lines vessel. He worked in the engine department and last went to sea aboard the *Discovery*, a CSX Lines vessel. Brother Pacheco lives in his native commonwealth in the city of Santurce.

**STANLEY PAEA**, 69, joined the Seafarers in 1962 in San Francisco. A veteran of the U.S. Coast Guard, he first sailed on Delta Steamship's *Santa Mercedes*. The steward department member last worked on the *Kauai*, a Matson

Navigation Co. vessel. Brother Paea was born in Hawaii and now calls San Francisco home.

**JOSE PEREZ**, 65, started his career with the Seafarers in 1969 in the port of New York. Born in



Mayaguez, P.R., Brother Perez first went to sea on CSX Lines' *Houston*. The engine department member upgraded his skills in 1975 and 1977 at the Seafarers training school. His last voyage was aboard the *Crusader*, another CSX vessel. Brother Perez lives in his native commonwealth in the city of Hatillo.



**PEDRO RODRIGUEZ**, 70, was born in Puerto Rico. He launched his career with the SIU in 1967 in his

native commonwealth. Brother Rodriguez initially sailed on the *Coe Victory*. A member of the steward department, he enhanced his skills in 1975 at the Paul Hall Center. His last trip to sea was aboard Puerto Rico Marine Management's *Guayama*. Brother Rodriguez makes his home in Orlando, Fla.

**LUIS SADDY**, 57, donned the SIU colors in 1968 in New Orleans. Brother Saddy first went to sea on the



*Steel Executive*. The Nicaragua-born mariner shipped in the engine department and enhanced his skills in 1978 and 2002 at the Seafarers training school in Piney Point, Md. He last shipped on the *Liberty Grace*. Brother Saddy is a resident of Kenner, La.

**SOLOMON SHIELDS**, 66, was born in New Bern, N.C. A veteran of the U.S. Navy, Brother Shields first sailed on the *USNS Indomitable*. He worked in the deck department and last worked aboard the *Liberty Wave*. Brother Shields makes his home in Bernice, La.



**JOSE TUMALE**, 69, started his career with the Seafarers in 1980 in the port of Honolulu. He first sailed

aboard the *Oceanic Independence*, a Cove Ship Management vessel. Born in the Philippines, Brother Tumale shipped in the steward department. He improved his skills in 2001 at the Seafarers training school in Piney Point, Md. His last ship was American Hawaii Cruises' *Independence*. Brother Tumale resides in Ewa Beach, Hawaii.

## 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.

**CLARENCE WILLIAMS**, 74, embarked on his SIU career in 1967 in San Francisco. Brother Williams first sailed aboard the *Santa Mercedes*. The Louisiana-born mariner sailed in the steward department. His last voyage was on American Ship Management's *Ewa*. Brother Williams lives in New Orleans.

**JOSEPH WILLIAMS**, 78, joined the Seafarers in 1959 in San Francisco. Brother Williams first went to sea aboard the *Santa Mariana*, a Delta Steamship vessel. He worked in the steward department and in 1987 completed steward recertification training at the Seafarers training school in Piney Point, Md. Brother Williams last shipped aboard the *Sea-Land Innovator*. The Panama-born mariner now calls Oakland, Calif. home.

#### INLAND

**JOSEPH ARNAUD**, 63, was born in Louisiana. He started his SIU career in 1964 in Port Arthur, Texas. Boatman Arnaud was a member of the deck department and most recently shipped as a captain. He lives in his native state in the city of Arnaudville.



**DAISY BELT**, 74, launched her career with the Seafarers in 1980 in Kentucky. A native of St. Louis, she sailed as a member of the steward department, last working on an Orgulf Transport Co. vessel. She makes her home in St. Peters, Mo.

**ALDO BIJAZIC**, 61, joined the SIU in 1985 in the port of Wilmington, Calif. Boatman Bijazic worked primarily aboard vessels operated by Crowley Towing and Transportation. The deck department member enhanced his skills at the Seafarers training school in Piney Point, Md. in 1993. Born in Yugoslavia, Boatman Bijazic now makes his home in San Pedro, Calif.



**JAMES BRADDY**, 54, began his career with the Seafarers in 1968 in the port of Philadelphia. A veter-

an of the U.S. Army, he first worked aboard an Interstate Oil Transport Co. vessel. Born in Ransonville, N.C., Boatman Braddy worked in the deck department as a captain. He enhanced his skills on five occasions at the Piney Point school. Boatman Braddy last shipped on an Express Marine, Inc. vessel. He is a resident of Belhaven, N.C.

**JAMES DONNELLY JR.**, 64, joined the SIU in 1962 in the port of Houston. Boatman



Donnelly worked primarily aboard vessels operated by G&H Towing. Born in Kansas City, Mo., he worked in the deck department. Boatman Donnelly resides in Houston



**STEVE JONES**, 62, was born in Florida. He started his career with the Seafarers in 1968 in the port of

Mobile, Ala. A former member of the U.S. Army Reserve, Boatman Jones shipped in the deck department. He lives in Chunchula, Ala.

**JAMES F. ROCHE**, 57, embarked on his SIU career in 1984 in the port of Philadelphia. Boatman Roche worked primarily aboard vessels operated by Crowley. Born in Camden, N.J., he worked in the deck department. Boatman Roche now makes his home in Southampton, N.J.

**KENNETH VAUGHN**, 62, launched his career with the Seafarers in 1973 in the port of Norfolk, Va. He shipped in the



engine department and upgraded his skills at the Seafarers training school in 1992 and 1998. The Robertsdale, Ala. native last worked on a vessel operated by Allied Towing. Boatman Vaughn resides in Norfolk.

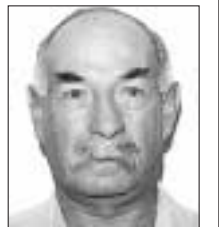


**DAVID WALBLOM**, 62, joined the SIU in 1978 in the port of Wilmington, Calif. The U.S. Navy veteran sailed

in both the engine and deck departments. Boatman Walblom worked primarily aboard vessels operated by Crowley Towing & Transportation. A frequent upgrader, he attended the Paul Hall Center on four separate occasions. Boatman Walblom is a resident of Paramount, Calif.

#### GREAT LAKES

**ROBERT HORN**, 61, joined the Seafarers in 1965 in Detroit. Brother Horn is an honor-



ably discharged veteran of the U.S. Army. Born in Michigan, he shipped for the SIU in the engine department. Brother Horn worked primarily aboard vessels operated by Arnold Transit Co. He makes his home in his native state in the city of St. Ignace.

**SALEH NAGI**, 64, donned the Seafarers' colors in 1966 in Detroit. Brother Nagi initially

Continued on page 20



# Final Departures

## DEEP SEA

### ROBERT BECKWITH



Brother Robert Beckwith, 65, died March 4. Born in Indiana, he was a veteran of the U.S. Marine Corps. Brother Beckwith joined the SIU in 1968 in

the port of Wilmington, Calif. He first sailed on an Anchorage Tankship vessel. Brother Beckwith worked in the engine department and last went to sea on the *Sea-Land Patriot*. He called Los Angeles home.

### LUIS CARRANZA



Pensioner Luis Carranza, 81, passed away Jan. 26. He commenced his SIU career in 1960 in New Orleans. Born in Honduras, Brother

Carranza sailed in the engine department, last working on the *Green Mountain State*. The late Sugar Hill, Ga. resident began collecting retirement stipends in 1993.

### JOHN DeCULTY



Pensioner John DeCulty, 76, died Jan. 29. He started his SIU career in 1951 in the port of New York. Brother DeCulty was a veteran of the U.S.

Coast Guard. His first SIU ship was Isco's *Las Vegas Victory*. The New York-born mariner worked in the deck department and lived in Miami. He last went to sea on the *Sea-Land Express* and began receiving compensation for his retirement in 1992.

### JAMES DAVIS

Pensioner James Davis, 79, passed away March 11. Brother Davis joined the Seafarers in 1946 in the port of Jacksonville, Fla. A U.S. Marine Corps veteran, his first SIU ship was Ore Navigation's *Oremar*. Brother Davis was born in Greensboro, N.C. and sailed in the deck department. He lived in Jacksonville and began receiving his pension in 1978.

### FRANCIS HOWARD



Pensioner Francis Howard, 74, died March 3. He joined the Seafarers in 1947 in the port of Mobile, Ala. Brother Howard's first ship was the

*Del Sud*, a Delta Steamship Lines vessel. Born in Jacksonville, Fla., he worked in the steward department. The late Metairie, La. resident last went to sea aboard the *Cape John*. Brother Howard began receiving retirement stipends in 1991.

### JAMES JERSCHIED



Brother James Jerschied, 57, passed away March 8. The Maryland native began his SIU career in 1963 in the port of New York. Brother

Jerschied initially went to sea aboard the *Transyork*, a Transwestern Associates vessel. The deck depart-

ment member made his home in Glen Burnie, Md. He last shipped on the *Global Link*.

### VOLDEMAR KOEL



Pensioner VoldeMAR Koel, 80, died March 9. Brother Koel began his career with the Seafarers in 1948 in the port of Norfolk, Va. He first sailed on

the *Hurricane*, a Waterman Steamship Corp. vessel. Born in New Jersey, Brother Koel shipped in the deck department. His final voyage was aboard Westchester Marine's *ITB New York*. The former Lakewood, N.J. resident began receiving retirement compensation in 1984.

### LEONARD MAHAM



Pensioner Leonard Maham, 89, passed away April 9. Born in Ohio, he joined the Seafarers in 1959 in New Orleans. Brother Maham

initially went to sea on the *Del Santos*, a Delta Steamship Lines vessel. He sailed in the deck department and began receiving his pension in 1980. Brother Maham lived in Lawrenceburg, Ind.

### JAMES McCART



Pensioner James McCart, 80, died March 10. Brother McCart started his career with the SIU in 1965 in San Francisco. Born in Wichita, Kan.,

he was a veteran of the U.S. Army. His first ship was Whitehall Navigation's *Whitehall*. Brother McCart last went to sea on the *Sea-Land Pacific*. The steward department member began collecting compensation for his retirement in 1989 and made his home in Reno, Nev.

### WILLIAM RYAN



Brother William Ryan, 57, passed away March 5. The U.S. Navy veteran donned the SIU colors in 1990 in the port of Norfolk, Va. He first

sailed aboard InterOcean Management Corp.'s *Gopher State*. The Pennsylvania native shipped in the engine department and last went to sea on the *Maersk Arizona*. Brother Ryan was a resident of Hampton, Va.

### PAUL SILTALA



Brother Paul Siltala, 41, died March 3. Brother Siltala joined the Seafarers in 2001, first sailing aboard the *USNS Dahl*. The Park

Rapids, Minn.-born mariner worked in the engine department and last shipped on Waterman Steamship Corp.'s *Atlantic Forest*. Brother Siltala called Sebeka, Minn. home.

### CALVIN TROXCLAIR

Pensioner Calvin Troxclair, 65, passed away April 11. The Louisiana native launched his career with the



Seafarers in 1960 in New Orleans. Brother

Troxclair initially went to sea aboard Delta Steamship's *Del Norte*. A member of the steward department, he began collecting retirement compensation in 1987. He last sailed on the *OMI Champion*. Brother Troxclair was a resident of Harvey, La.

### ROBERT TYLER



Pensioner Robert Tyler, 73, died March 13. A veteran of the U.S. Navy, he joined the Seafarers in 1953 in San Francisco. The Mississippi

native first shipped aboard the *Genevieve Peterkin*. Brother Tyler worked in the engine department and last worked on the *Sea-Land Oakland*. He started receiving his pension in 1983 and lived in his native state in the city of Shubuta.

## INLAND

### EARL CANNON



Pensioner Earl Cannon, 74, passed away April 5. He began his seafaring career in 1962. Born in Hopewell, Va., Boatman Cannon worked

in the deck department as a captain. He started receiving his pension in 1997 and last sailed aboard a Red Circle Transport Co. vessel. Boatman Cannon lived in New Port Richey, Fla.

### FLOYD DEISS



Pensioner Floyd Deiss, 78, died Oct. 17. A veteran of the U.S. Navy, Boatman Deiss launched his career with the Seafarers in 1956 in the port of Baltimore.

The New York native shipped in the deck department as a captain. He last worked aboard a Moran Towing of Maryland vessel. Boatman Deiss made his home in York, Pa. and began receiving retirement stipends in 1985.

### SELBY GASKINS

Pensioner Selby Gaskins, 73, passed away Jan. 23. Boatman Gaskins embarked on his SIU career in 1973 in the port of Norfolk, Va. A veteran of the U.S. Coast Guard, he sailed in the engine department. Born in Dare, N.C., Boatman Gaskins worked primarily aboard vessels operated by Association of Maryland Pilots. He began receiving his pension in 1992 and made his home in Rodanthe, N.C.

### JOHN GILL



Pensioner John Gill, 85, died March 22. Born in Alabama, Boatman Gill was a veteran of the U.S. Army. He joined the Seafarers in

1966 in the port of Mobile, Ala. A member of the deck department, Boatman Gill worked primarily aboard vessels operated by Dravo

Basic Materials Co. He began receiving pension payments in 1982 and lived in his native state in the city of Bay Minette.

### WESLEY KIRK



Pensioner Wesley Kirk, 77, passed away Jan. 25. He joined the Seafarers in 1962 in the port of Norfolk, Va. A native of Beaufort, N.C.,

Boatman Kirk worked primarily aboard Allied Towing vessels. The engine department member began receiving retirement stipends in 1988 and lived in Belhaven, N.C.

### JAMES NICAR

Boatman James Nicar, 45, died March 1. Born in Texas, he joined the Seafarers in 1993 in the port of Houston. Boatman Nicar worked primarily aboard vessels operated by Higman Barge Lines. He also sailed aboard the *Sea-Land Atlantic*. Boatman Nicar shipped in the deck department and lived in his native state.

### SIDNEY OPRY

Pensioner Sidney Opry, 74, died Feb. 16. Boatman Opry started his SIU career in 1978 in Port Arthur, Texas. A veteran of the U.S. Army Air Corps, he sailed in the deck department as a captain. He was a native of Mamou, La., and worked primarily aboard Moran Towing vessels. Boatman Opry began collecting compensation for his retirement in 1996. He made his home in Pineville, La.

### MALCOLM SMITH



Pensioner Malcolm Smith, 82, passed away Feb. 27. Born in Athens, Ala., Boatman Smith joined the Seafarers in 1959 in New Orleans. He

sailed in both the steward and deck departments, working primarily aboard Dixie Carriers Offshore vessels. Boatman Smith was a resident of Slidell, La. He began receiving his pension in 1985.

### JEROME SZMAGALSKI

Pensioner Jerome Szmagalski, 78, died Dec. 18. He joined the SIU in 1965 in Detroit. A U.S. Army veteran, Boatman Szmagalski sailed in

both the inland and Great Lakes divisions. He first worked on Great Lakes Dredge & Dock Co.'s *Lemmerhirt*. Born in Illinois, he shipped in the deck department. Boatman Szmagalski lived in Manteno, Ill. and began receiving compensation for his retirement in 1989.

### BRADLEY THOMAS



Pensioner Bradley Thomas, 69, passed away Jan. 23. He launched his career with the Seafarers in 1970 in the port of Norfolk, Va.

Boatman Thomas was born in Virginia and first worked for the SIU aboard a Southern Carriers Corp. vessel. The U.S. Army veteran shipped in the deck department as a captain. Boatman Thomas made his home in Tangier, Va. and started receiving his pension in 1997.

## GREAT LAKES

### JOHN APPELT



Pensioner John Appelt, 67, passed away Feb. 10. Born in Michigan, Brother Appelt started his career with the Seafarers in 1989 in the port

of Algonac, Mich. The U.S. Army veteran sailed in the Great Lakes and inland divisions and initially worked on a Bob-Lo Island vessel. Brother Appelt was an engine department member, last sailing on the *H. Lee White*, an American Steamship Co. vessel. The former Crosswell, Mich. resident began receiving compensation for his retirement in 2000.

## RAILROAD MARINE

### GARLAND BROOKS



Pensioner Garland Brooks, 75, died Feb. 6. Brother Brooks began his SIU career in 1960 in the port of Norfolk, Va. The U.S. Army

veteran worked in the deck department. Brother Brooks began collecting compensation for his retirement in 1994 and lived in his native Virginia in the city of Newport News.

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

### LEO G. ALEXANDER



Pensioner Leo G. Alexander, 89, passed away March 27. Brother Alexander joined the NMU in 1946. Born in

St. Lucia, West Indies, he initially shipped from the port of New York. Brother Alexander worked in the deck department and last went to sea aboard the *American Builder*. He started collecting retirement stipends in 1966.

### JAMES W. MUSTAFAA

Pensioner James W. Mustafaa, 79, died April 14. He joined the NMU in 1947. Brother Mustafaa initially sailed from the port of Newport



News, Va. aboard the *Edward Burlison*. Born in South Carolina, he worked in the steward department. Brother

Mustafaa started receiving his pension in 1968.

### MIGUEL PENA



Pensioner Miguel Pena, 78, died April 13. Brother Pena began his career with the NMU in 1945. The Puerto Rican-born

mariner worked in the steward department and started receiving his retirement pay in 1984.

*Continued on page 20*



# Digest of Shipboard Union Meetings

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

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

**ALLEGIANCE** (Maritrans), March 28—Chairman **Samuel L. Porchea**, Secretary **Christina A. Middleton**, Educational Director **Christopher T. Sykes**, Deck Delegate **Michael Edwards**, Steward Delegate **Sherman Harper**. Secretary announced employees must submit original payroll vouchers, along with Coast Guard discharges, when applying for vacation checks. Educational director urged mariners to take advantage of upgrading courses at Paul Hall Center for Maritime Training and Education in Piney Point, Md. No beefs or disputed OT reported. Request made to add water filters to faucets or purchase water purifiers, install separate washing machines in crew laundry for work and shore clothes, add juice machine in each mess hall and get deck mats for entryways. Steward department was thanked for great job and excellent chow. Next ports: San Pedro, Calif.; Anacortes, Wash.

**ENDURANCE** (USSM), March 22—Chairman **Dirk W. Adams**, Secretary **Rolando M. Lopez**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Manolo de los Santos**, Engine Delegate **Teddie Carter**, Steward Delegate **Robert Gilliam**. Chairman led discussion regarding necessity of possessing visa in order to sign on aboard any USSM vessel sailing to China. Secretary thanked crew for helping keep mess decks and common areas clean at all times. Educational director encouraged everyone to upgrade skills at Paul Hall Center for self improvement and job security. No beefs or disputed OT reported. Suggestion made to include cost of living allowance in contract and increase pension benefits. Clarification requested on issue of safety shoes. Vote of thanks given to steward department for job well done. Next port: Long Beach, Calif.

**HORIZON RELIANCE** (Horizon Lines), March 30—Chairman **John D. Kelley Jr.**, Secretary **Thalis R. Ealy**, Educational Director **Andrew H. Hunt**, Deck Delegate **Russell D. Haynes**, Engine Delegate **Rolando F. Romanillos**, Steward Delegate **Muckbil A. Shaibi**. Chairman announced pay-off April 7 on arrival in Tacoma, Wash. Coast Guard inspection to follow. Everyone advised to check expiration dates on shipping documents and renew in timely fashion. Chairman asked those crew members getting off to leave rooms clean for next person. Secretary thanked all hands for helping keep ship clean. He also spoke about importance of contributing to SPAD. Educational director encouraged mariners to upgrade at Piney Point when time permits. Treasurer stated \$500 in ship's fund and asked crew to think of ways to spend it. No beefs or disputed OT reported. Crew expressed show of thanks to steward department for job well done. Message from crew: "Our thoughts and prayers are with our brothers and sisters serving on the ships in the Middle East."

**INTEGRITY** (USSM), March 30—Chairman **Domingo Leon Jr.**, Secretary **Stephanie L. Sizemore**,

Educational Director **Dennis R. Baker**, Deck Delegate **Mark S. Bissonnette**, Engine Delegate **Carlos Bonfont**, Steward Delegate **German Solar**. Chairman thanked crew for working well together on nice voyage with good weather. Secretary pointed out tax information in February LOG. Educational director reminded everyone to return movies to proper area and asked that crew try to keep new chairs in mess hall clean. No beefs or disputed OT reported. Recommendation made to increase pension and improve dental plan. New dryer installed in crew laundry. Bosun thanked steward department for special culinary delights and greatly appreciated barbecues. Next ports: Elizabeth, N.J.; Charleston, S.C.; Miami, Fla.; Houston, Texas.

**PETERSBURG** (IUM), March 30—Chairman **James T. Martin**, Secretary **Oscar R. Angeles**, Educational Director **Carl D. Montoya**, Steward Delegate **Milagros A. Clark**. Educational director encouraged members to attend upgrading courses at Paul Hall Center. No beefs or disputed OT reported. Chairman read notification from appeals board regarding emergency procedures for reliefs. He also read congratulatory letters from President Mike Sacco and from General Handy. Next port: Diego Garcia.

**CAPE VINCENT** (Keystone Shipping), April 10—Chairman **Maurice Martin**, Secretary **Michael A. Congress**, Educational Director **Toby Z. Mendoza**, Engine Delegate **Walter V. Bagley**, Steward Delegate **Willie Pompy**. Chairman reported *Cape Vincent* crew members are among 1,922 Seafarers sailing in support of Operation Iraqi Freedom. Ship has been at sea more than 70 days and completed first phase of mission by offloading in Kuwait. He commended crew for tolerance and good attitude "as we continue to support the war on terrorism." Secretary noted ship's slop chest has been upgraded and that there has been no liberty with the exception of a couple hours in Kuwait. Educational director stated *Seafarers LOG* available in crew lounge. Anyone interested in list of courses available at Paul Hall Center and application forms should check with him. Beefs reported in deck department. Request to have access to conference room to send e-mails has been forwarded to chief mate. Steward department given vote of thanks for excellent work. Vessel heading to Turkey.

**DEFENDER** (USSM), April 13—Chairman **Michael R. Hester**, Secretary **Raymond S. Garcia**, Educational Director **Olie E. Webber**, Deck Delegate **Joseph Humphrey**, Engine Delegate **Asher J. Liss**, Steward Delegate **Fidel Muñoz**. Chairman acknowledged receipt of report from Asst. VP Contracts George Tricker regarding severe acute respiratory syndrome (SARS) advising crew members to pay attention to all notices and restrictions. Secretary reported smooth sailing. Educational director encouraged Seafarers to keep all shipping documents up to date and upgrade skills at Piney

Point facility. No beefs or disputed OT reported, although deck department questioned lack of overtime. Next port: Long Beach, Calif.

**INNOVATOR** (USSM), April 20—Chairman **Steve Kastel**, Secretary **Mose Peacock Jr.**, Educational Director **Chris Earhart**. Chairman announced payoff April 22 on arrival in Long Beach, Calif. He talked about SARS in China, noting crew was not restricted to vessel while in Shanghai, but was requested by captain to stay on board. Educational director reminded everyone to keep STCW and z-cards up to date. No beefs or disputed OT reported. Unlicensed trainees in deck and engine departments doing good job. Clarification requested on vacation benefits and visa requirements for China. Vote of thanks given to steward department for job well done.

**LIBERTY WAVE** (Liberty Maritime), April 20—Chairman **Rudy A. Santos**, Secretary **Frederick L. Washington Sr.**, Educational Director **Alton Heckman**. Chairman announced upcoming payoff in New Orleans. Ship will dock at First Street Wharf. Secretary asked those getting off to clean rooms and refrigerators and turn in room keys. He thanked everyone for separating plastic and paper refuse. No beefs or disputed OT reported. Recommendations made for flashlights (for working on deck at night), refrigerator, toaster in crew's mess, and second washer and dryer. Thanks given to unlicensed apprentice and steward department for jobs well done.

**MAERSK VIRGINIA** (Maersk Line, Ltd.), April 6—Chairman **Mohamed S. Ahmed**, Secretary **Hugh E. Wildermuth**, Educational Director **John A. Collins Jr.**, Deck Delegate **Nathaniel A. Allin**, Engine Delegate **Conrado D. Martinez**, Steward Delegate **Leslie Davis**. Chairman announced payoff on arrival in Newark, N.J. Secretary thanked crew for outstanding support in helping keep ship clean. Educational director urged Seafarers to take advantage of upgrading facilities at Paul Hall Center and check that shipping documents are not about to expire. Treasurer stated \$990 in ship's fund; \$300 spent on movies. No beefs or disputed OT reported. Communications from VP Contracts Augie Tellez read regarding suspension of shipping rules during Operation Iraqi Freedom. Suggestion made to increase pension plan benefits. Safety items have been ordered. Steward department thanked for outstanding food and cleanliness of vessel.

**NEW YORK** (ATC), April 21—Chairman **Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **Dencio Cayan**, Engine Delegate **Victor Bermudez**, Steward Delegate **Elmo Malacas**. Bosun announced recent payoff April 14 in Valdez, Alaska. He talked about importance of paying union dues on time. He also informed crew that next trip to Valdez, ship will pick up 4-man riding gang. Secretary asked crew to be careful of new chairs in mess hall and not get wet pain on them. Educational director asked everyone to support union and upgrade skills at Paul Hall Center at every opportunity. Money exists in performance contract fund from company; suggestions being solicited as to how to spend some of it—perhaps for new television and radio for crew lounge. No beefs or disputed OT reported. Clarification received from headquarters regarding group 3 tour rotations. Thanks given to steward department for great Easter dinner. Crew wishes to recognize hard work of unlicensed apprentice **Tyler Adams**. Next port: Long Beach, Calif.

**OVERSEAS MARILYN** (OSG),

April 19—Chairman **Thomas P. Banks**, Secretary **Tyler N. Laffitte**. Chairman thanked all hands for job well done on long round-the-world trip. Crew held up well, especially with one month in Malaysian shipyard. He announced payoff after arrival April 21 in San Francisco. Vessel will stay two days, then transit Sacramento River to Stockton. Chairman also commended unlicensed apprentice for job well done. "He will be a credit to the union." Secretary thanked crew for helping keep lounge and mess halls clean. Educational director urged crew members to upgrade whenever

Director **Woodrow Slater**. Bosun announced payoff and crew change April 4 on arrival in San Francisco. Vessel will take on bunkers and limited provisions; major stores to be taken after shifting pierside. He thanked all departments for job well done during cargo download in Kuwait, with special thanks to steward department for keeping everyone well fed even with limited provisions. He also commended everyone for patience during long voyage of more than 20,000 miles with no shore leave. Secretary gave special thanks to Chief Cook **David Brown** for providing excel-

## With Seafarers on the Great Lakes



AB/Tankerman John Stolberg  
*Saturn*



AB/Wheelsman Larry Dudek  
*H. Lee White*



Second Cook Ed Bush  
*Adam E. Cornelius*



Porter Mohamed Saadi  
*H. Lee White*

possible at school in Piney Point. He also advised them to check that all shipping documents are not due to expire soon. No beefs or disputed OT reported. Recommendation made to increase reimbursement amount for airfare. Thanks given to steward department for job well done, especially for freshly baked goods each day.

**OVERSEAS PHILADELPHIA** (OSG), April 13—Chairman **Timothy J. Olvany**, Secretary **William P. McGee**, Educational Director **Patrick L. Coppola**, Deck Delegate **Anechito T. Limbo**, Engine Delegate **Florencio P. Marfa Jr.**, Steward Delegate **Robert E. Wilcox Jr.**. Chairman announced change in ship's run. Vessel will now sail from Tampa to Baton Rouge. He explained cancellation of shipping rules during Operation Iraqi Freedom and new procedures for obtaining shipping documents. Educational director stressed importance of attention to safety matters and encouraged members to read safety advisories and bulletins. Treasurer stated \$1,000 in ship's fund. No beefs or disputed OT reported. Suggestion made to change pension eligibility to 20 years' seetime regardless of age. Also to change name of vacation plan to "deferred income plan" or something similar. Bosun asked that everyone help keep lounge and mess areas clean, keep noise levels down in passageways and be familiar with shipboard safety equipment. Steward department thanked for outstanding job.

**SAMUEL L. COBB** (Ocean Ships, Inc.), April 17—Chairman **Michael E. Brown**, Secretary **Cesar C. dela Cruz**, Educational Director **Henry M. Cagal**. Chairman announced payoff on arrival in Long Beach, Calif. and thanked crew for job well done. Treasurer stated \$3,170 in ship's fund. Crew would like use sum to purchase TVs for each cabin as well as VCR and DVDs. No beefs or disputed OT reported. Recommendation made to include pay increase in next contract.

**SP5 ERIC G. GIBSON** (Osprey Ship Mgmt.), April 1—Chairman **Thomas E. Minton**, Secretary **Karl E. Meyer**, Educational

Director **Woodrow Slater**. Bosun announced payoff and crew change April 4 on arrival in San Francisco. Vessel will take on bunkers and limited provisions; major stores to be taken after shifting pierside. He thanked all departments for job well done during cargo download in Kuwait, with special thanks to steward department for keeping everyone well fed even with limited provisions. He also commended everyone for patience during long voyage of more than 20,000 miles with no shore leave. Secretary gave special thanks to Chief Cook **David Brown** for providing excellent meals during crossing of Indian and Pacific Oceans, with no stops for critical staples and provisions. Laundry soap rationing has been canceled. Mess decks to be waxed before arrival in San Francisco. He asked those departing crew members to leave clean rooms with fresh linen for reliefs. Educational director stressed importance of contributing to SPAD and that small arms course now offered at Paul Hall Center. "It pays to upgrade!" No beefs or disputed OT reported. Engine delegate asked that mariners follow posted directions when using ship's elevator. Suggestion made for contracts department to look into amending contract and shipping rules with regard to paid transportation by contracting companies. Request made for additional information about smallpox and anthrax vaccinations. Ship's captain will purchase up to \$400 of movies for ship's library and new items for slop chest. Captain to look into replacing missing short-wave radio for crew lounge to supplement internet news and sports. Minute of silence observed for departed brothers and sisters, "plus thoughts, prayers and condolences were offered to the families of those soldiers killed, missing or wounded while serving this great country of ours around the world and in Operation Iraqi Freedom."

**WASHINGTON** (ATC), April 2—Chairman **Timothy D. Koebel**, Secretary **Robert M. Mensching**, Educational Director **Kevin E. Hall**, Deck Delegate **Douglas R. Gantenbein**. Chairman stated captain will try to purchase DVD players when vessel arrives April 12 in Long Beach, Calif. He also noted recent defeat in Senate to open oil fields in ANWR. Educational talked about new z-cards. Some disputed OT reported in deck department. Suggestion made for dependents to have same medical and dental coverage as members. Crew members reminded of dress code on mess deck. Anyone with TV or refrigerator problems should advise bosun. New washing machine will be installed in Long Beach. Next port: Valdez, Alaska; Long Beach.



# 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.)

## Retiree Looks for Former Shipmates

I would like to hear from any mariners who made the final voyage on the *S.S. Dannedaike*, which took place October 14 to November 27, 1945.

I was an AB and got aboard the ship at Port Arthur, Texas. Signed nearby foreign articles and went to Aruba, where we loaded for Ecuador. This was two months after the bombings of Hiroshima and Nagasaki. All the gun crews and guns were gone.

The ship had rivets—a real old ship, full of patches on deck where the decks had worn through. The old-timers on board cautioned me not to walk on the center of the deck plates; they might cave in. But that ship got through the war without being torpedoed.

After Ecuador, we had to clean all the tanks (gas-free) to go in the shipyard in Panama for repairs before we'd be permitted to traverse the canal. There were no operable winches or capstan aft of amidships. The capstan had to be recast, and parts of the aft well deck winch had to be refabricated. Some of the fore and aft stringers in the bottom of the cargo tanks were rusted through with visible holes in the top plates of the stiffeners.

We stayed in the shipyard a month for repairs, and then were sent to Los Piedros, Venezuela for her

last and final load of cargo—destined for Fall River, then layup in the James River. You had to stow the anchor chain.... It wasn't a self-storing chain, and the ship broke away from the dock four times before we finally discharged the cargo. All fore and aft manila lines had to be respliced four times. The discharge headers had to be repiped by sections to discharge cargo.

Marie Carl Durand  
P.O. Box 39  
Lydia, Louisiana 70569

## Kind Words For the LOG

I am a disabled union member. The *Seafarers LOG* is an excellent publication that helps me stay up-to-date on the new technology and the modernization of our ships. It also tells me who is doing what and sailing where.

Keep up the great work, and long live the SIU.

Larry D. Cole  
Atmore, Ala.

## We're Shameless: More Acclaim for the LOG

At my age of 76 years young, I really enjoy receiving my monthly *Seafarers LOG*. As I read it thoroughly, article by article, at times I laugh and sometimes a tear comes to my eyes, remembering what I went through as a young seaman....

History is sometimes very wonderful.

James T. Willis  
Oakland, Calif.

## Final Departures — Continued from page 18

### KENTOKU TAMAYOSE



Pensioner Kentoku Tamayose, 80, passed away April 7. The Hawaii native first sailed for the NMU aboard the *Frank Lykes*. Brother Tamayose shipped as a member of the deck department and last went to sea on the *Green Harbour*. He began receiving compensation for his retirement in 1981.

### CARLOS ZAVALA



Pensioner Carlos Zavala, 85 died April 19. Born in Ecuador, Brother Zavala launched his career with the NMU in 1944. His first voyage, which originated from port of New York, was aboard the *Hannis Taylor*. Brother Zavala sailed in the steward department and last went to sea on the *United States*. He began receiving stipends for his retirement in 1970.

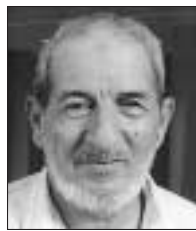
In addition to the foregoing, the following NMU brothers, all of whom were pensioners, passed away on the dates indicated:

NAME	AGE	DOD	EDP
Elias Ablahani	82	April 2	July 1, 1982
Oscar Andrini	76	March 20	June 1, 1974

Heriberto Borgobello	84	March 23	June 1, 1975
Billy Bristow	62	March 28	May 1, 1996
Rudolph Bundy	90	April 9	March 1, 1969
Mak Chick	86	March 22	Oct. 1, 1973
Roldan Colon	85	April 5	May 1, 1968
Jose DeJesus	92	March 25	March 1, 1976
Otto Esteves	97	March 21	March 1, 1971
Lewis Fitzgerald	74	April 16	Nov. 1, 1969
Benjamin Johnson	87	April 5	Feb. 1, 1980
Clifford Jones	80	March 31	Dec. 1, 1973
Neil Loomis	82	March 18	Oct. 1, 1983
Anibal Maldonado	85	March 20	June 1, 1970
John McCulloch	86	April 5	Dec. 1, 1969
Joseph Micelli	92	Feb. 28	Jan. 1, 1971
William Mitchell	78	April 12	Jan. 1, 1988
Nicholas Oropeza	81	April 3	Nov. 1, 1985
Percy Ozen	78	March 25	Dec. 1, 1975
Dionisio Reinoso	87	March 27	Dec. 1, 1966
Thomas Sanders	77	April 21	June 1, 1972
William Shroyer	82	March 20	May 1, 1967
Robert Stallings	68	April 13	Jan. 1, 2000
Lawrence Stephen	64	April 17	Sept. 1, 1997
Floyd Taylor	76	March 28	April 1, 1998
Martin Urban	89	March 12	Oct. 1, 1984
John Van Edwards	90	April 15	Aug. 1, 1968
Paul Vinci	76	April 8	April 1, 1993
Nettleton Younger	85	March 9	April 1, 1968
Jesus Zavala	81	April 14	Sept. 1, 1965

## Pensioners

Continued from page 17



worked on a Bob-Lo Island vessel. He shipped in the steward department and last sailed on the *Charles E. Wilson*, an

American Steamship vessel. Born in Arabia, he now makes his home in Dearborn, Mich.

**EUGENE REPKO**, 63, began his SIU career in 1960 in Detroit. Brother Repko worked primarily aboard vessels operated by the

American Steamship Co., including the *American Republic* and the *American Mariner*. Born in Pennsylvania, Brother Repko shipped in the deck department. He makes his home in Lorain, Ohio.

### ATLANTIC FISHERMEN

**DANIEL O'BRIEN**, 63, began his career with the Atlantic Fishermen's Union in Gloucester, Mass. Boatman O'Brien shipped in the deck department as a master, working primarily aboard



vessels operated by Westport Scalloping Corp. He is a resident of Gloucester.

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

NAME	AGE	EDP
Charles Grey	71	April 1
Conrad Joseph	67	April 1
Stanley Springer	63	April 1
Richard Stewart	71	March 1
Genaro Villar	72	April 1
Fernando Yearwood	82	March 1

# Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Arrival Date	Date of Completion
Able Seaman	July 7 August 18 September 29 November 10	August 1 September 12 October 24 December 5
Automatic Radar Plotting Aids* (ARPA) <i>(*must have radar unlimited)</i>	June 23	June 27
Bridge Resource Management (BRM) — Unlimited	June 2	June 6
Celestial Navigation	July 7	July 25
GMDSS (Simulator)	June 30 August 4	July 11 August 15
Lifeboatman/Water Survival	June 23 August 4 September 15 October 27	July 4 August 15 September 26 November 7
Radar	June 9 July 14	July 20 July 25
Specially Trained Ordinary Seaman (STOS)	July 7 August 25 October 13 December 1	July 18 September 5 October 24 December 12
Navigation Fundamentals	June 9 August 4	June 20 August 15

### Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning April 28.



## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

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

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

### Recertification

Bosun October 6 November 3

### Engine Upgrading Courses

Course	Arrival Date	Date of Completion
Oiler	July 14 September 8 November 3	August 22 October 17 December 12
Welding	June 9 July 14 September 8 October 6 November 3	June 27 August 1 September 26 October 24 November 21
Engine Utility (EU)	June 23 August 11 September 29 November 17	July 18 September 5 October 24 December 12
QMED Junior Engineer	September 22	December 12

### Safety Specialty Courses

Course	Arrival Date	Date of Completion
Advanced Fire Fighting* — (5-day course) <i>(*must have basic fire fighting)</i>	June 9 July 28 November 3	June 13 August 1 November 7
Advanced Fire Fighting — (2-week course)	September 1	September 12
Basic Fire Fighting/STCW	June 23 August 11 August 25 September 15 October 27	June 27 August 15 August 29 September 19 October 31
Government Vessels	June 30 September 1 October 20 November 3	July 4 September 5 October 24 November 7
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	June 2 July 21 September 8 October 27	June 13 August 1 September 19 November 7

### Academic Department Courses

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

*With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All OL, AB and JE applicants must submit a U.S. Coast Guard fee of \$140 with their application. The payment should be made with a money order only, payable to LMSS.*

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

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

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

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

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

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

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

6/03



# Paul Hall Center Classes



**Unlicensed Apprentice Water Survival Class 638** — Unlicensed apprentices who graduated from class 638 are (in alphabetical order) Edward Boyd, Kerrell Clark, Olivia Cuffee, Kerri Curtin, Dorian Edwards, Ryan Fischer, Shannon Fitzpatrick, Tess Flickinger, Damien Henderson, Kevin Koch, Peter Meglow, Jermaine McNish, Victoria Montgomery, Romula Racoma Jr., Richard Reynolds, Ramiro Rubio, Michael Sanchez, Marc Simpson and Curtis Tobey.



**Able Seaman** — May 9 graduates of the AB course are (in alphabetical order) Nikunj Christian, Christin Cross, Karen Domerego, Nasser Hafid, Terrance Jones, Vincente Magabanua, Robert Odmark, Lakeisha Parker, Shane Petschow, Vernice Redd, Celedonio Roman, Jason Shead and Kervin Velazquez. Their instructor, Bernabe Pelingon, is at far right.



**Oiler** — With their instructor, Eric Malzkuhn (fourth from right), are students who completed the April 18 oiler class. In alphabetical order are Harold Gerber, James Grasseth, Jacob LeBeouf, Melissa Leon Guerrero, Joshua McDaniel, Joe Ortiz, Brian Shaw, Randy Slue, John Taylor, Jeffery Thomas and Michael Watkins.



**Tanker Assistant (Group A)** — Receiving certificates for completion of the tanker assistant course April 25 are (in no particular order) Terrance Colbert, Antonio Perez, Reginald Colbert, Jerry Maya, Donavan Peterson, Adam Revels, Harrison Hawkins, Maurice Perry, Peter Rives, Sam Vanderbrug, Jamie Parker, Joshua Kirk, Matthew Waldman, José Lopez and Robert McLendon. Their instructor, Jim Shaffer, is at far left.



**Water Survival** — Earning their lifeboatman/water survival endorsement May 2 are Alaskan Fishermen (in alphabetical order) Sandra Anderson, Samuel Brewer, Gerald Butler, Joshua Harris, Jeffery Jack, Todd Jennings, Erwin Liebhart, Michael Price, Sean Tracey and Stephen Trotter.



**Tanker Assistant (Group B)** — A second group of students graduated April 25 from the tanker assistant class. With their instructor, Jim Shaffer (far left) are (in no particular order) Anthony Newsome, Melvin Kennedy, Douglas Jardine, James Jasman, Jared Latta, Kenric Henry, Carlos Lucas, John Stephenson, Justin Violanti, James Trotter, Gabriel Albino, Brian Goeson, Brandy Parmer and Selina Sobers.



**Fast Rescue Boat** — Receiving certificates for successful completion of the fast rescue boat course April 25 are (in alphabetical order) James Bond III, Barry Freeman, Marcus Humphreys, Miles Janicka, Dwaine Nolte Jr., David Somers and Richard West. Their instructor, Stan Beck, is at far right.



**Express Marine/Steward** — Working in the culinary lab April 11 are boatmen from Express Marine. They are (from left) Wade Ireland, George O'Neal, John Dobson (instructor), Jason Foster and Hilton Foster.



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**GMDSS** — Under the instruction of Brad Wheeler (far right) are students who completed the GMDSS course April 25. They are (in alphabetical order) Robert Arble, Brian Bowman, John Clare, Felipe Jimenez, William Jones, Donald McGraw and Lawoo Shete.



**Radar** — These upgrading Seafarers successfully completed the radar course May 2. They are (in alphabetical order) Blair Baker, Benjamin Barnes, John Brady, William Powell, Michael Proveaux, Donald Stickens and Jerome Wong.



**Welding** — Instructor Buzzy Andrews is flanked by Spencer Valdez and Richard West, who completed the welding class April 18.

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.



**Small Arms Training** — Successfully completing the small arms training course May 9 are (from left) Patrick Yarbrough (AMO), Zach Dumas (AMO), Vince Hoffman (AMO), James Wheatley (AMO), Miles Janecka (SIU) and Dwaine Nolte (SIU).



**Express Marine/Engine** — Completing courses April 11 in the engine department curriculum are boatmen from Express Marine (in alphabetical order) Christopher Blake, Howard Blount, Stan Davis, Rebert Greggs, Robert Judy, Mark O'Neal, Melvin Pendleton, Terry Popperwill and Billy Sawyer. Jay Henderson, their instructor, is at far left.



**Express Marine/Deck** — Express Marine boatmen completing deck department courses April 11 are (in alphabetical order) Fred Boyd, Douglas Covil, Miles Ireland Sr., Riley Johnson, Garnett Leary and Oswald Southwice. Their instructor, Herb Walling, is second from right in the back row.



**Express Marine/Steward** — Upgrading students from Express Marine complete one of the steward department classes April 25. From the left are Timothy Thomas, Brian Cherry, Arlene Ringler (instructor), Tommy Horton and Tommy Shaw.



Fadel Quraish, Sean O'Doherty, Lawrence Sherinski III, William T. Madden III, John Stein, Michael Joyner, Jerson Toro, Juan Ortiz, Rodney Peffley, Bruce Rybak, Dan Carman, Kenneth Mason Sr., Jimmy Willis, Bill Maggio II, Arnold Smith, Juanita Cunningham, Kevin Jacobs, Lee Hardman and John Cessna Jr.



**The SIU Responds to the War Effort**  
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Wilmington, Calif. is home port to the *Sea-Land Endurance*.



Above: Aboard the *Endurance* are Steward Russell Beyschau (left) and QMED Teddie Carter.



Right: Gathered for a group shot on the *Endurance* are (from left) AB Standby Derrick Murray, SA Standby Eve Sullivan, Wilmington Port Agent John Cox, Bosun Relief Dirk Adams and AB Standby Joseph French.



Left: Happy to be back in home port are (from left) AB Standby Amado Abaniel, AB Standby Derrick Murray, QEE Standby Alex Caneda, Bosun Relief Dirk Adams, Steward/Baker Hans Schmuck, AB Standby Joseph French and GUDE Abdulwali Mugalli.

## Seafarers at Work on the West Coast



Crew members aboard the SIU-crewed *USNS Bellatrix* (left) return to San Diego following two round-the-world trips, including a voyage to the Persian Gulf. Above, more military equipment is being loaded onto the vessel, which is operated for the Military Sealift Command by American Overseas Marine.



Above: Willy Brown is the engineer aboard the tug *Cleo Brusco*.

Left: Deckhand Kasanova Langi ties up the tug *Cleo Brusco* in Pt. Hueneme.

While at anchor in Long Beach, the *Prince William Sound*, an Alaska Tanker Company vessel, prepares for an extended yard period in Singapore.



Above, AB Mike Moore works on the crude oil wash system aboard the *Prince William Sound*.

At right is Thomas Woerner, a CPU on the ATC vessel.

