

# The Seafarers Log

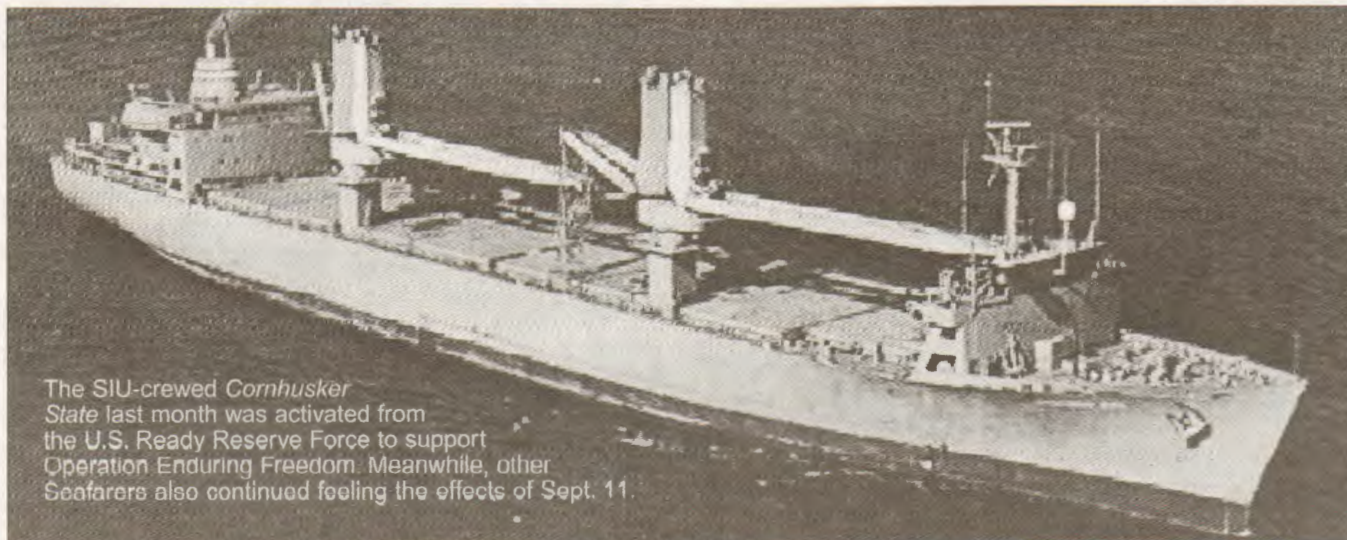
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters/NMU, AFL-CIO

## Paul Hall Center Announces 2002 Course Schedule



The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., has established its upgrading schedule for the first half of 2002. The school offers dozens of U.S. Coast Guard-approved courses, including STCW training as well as academic support. Pictured above and at right are students in various classes which took place at the Paul Hall Center this fall and winter. Pages 11-14.

## Cornhusker State Activated For 'Enduring Freedom'



The SIU crewed *Cornhusker State* last month was activated from the U.S. Ready Reserve Force to support Operation Enduring Freedom. Meanwhile, other Seafarers also continued feeling the effects of Sept. 11.

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# President's Report

## More on Attacks' Aftermath

Throughout our industry, much of the talk these days is about port security. It's also a hot topic on Capitol Hill, where bills have been introduced in the House and Senate aimed at improving or adding precautions for America's coasts, ports, waterways and all the vessels that call on them.



Michael Sacco

Recent reports concerning a stow-away aboard a foreign-flag ship destined for Canada who actually had an office set up inside a container—and who apparently possessed phony credentials for working on airplanes—reinforced the situation's urgency.

Transportation Secretary Norman Mineta repeatedly has stated that America quickly must implement comprehensive safety procedures for all of its transportation systems, including maritime. The U.S. Coast Guard, the U.S. Transportation Command (TRANSCOM) and MarAd are diligently working to ensure that our ports remain

safe. The SIU is working with those agencies to assist in any way possible—including providing anti-terrorism training to Seafarers—and we'll continue doing so.

We're focused on additional goals, too. As reported last month, SIU-contracted American Classic Voyages is reorganizing its cruise-ship business through a procedure known as Chapter 11 bankruptcy. This move was brought on entirely by the aftershock of September 11, which has devastated the travel and entertainment industries.

Much work remains, but I'm optimistic about the long-range prospects of helping the company get back on its feet and, in turn, recovering most, if not all, of the shipboard jobs that were lost because of the tragedies. The SIU is pursuing this objective with dogged thoroughness. It'll take time, but I believe we'll get there.

In another result from the attacks on America, the SIU-crewed *Cornhusker State* has been activated from the Ready Reserve Force to support Operation Enduring Freedom. It's no surprise that sealift is part of this new campaign against terrorism, and I'm 100 percent confident that the SIU and the rest of the U.S. Merchant

Marine will deliver the goods for our armed forces, wherever and whenever needed. That is our heritage. We were helping the victims in New York on September 11. We will proudly carry on the tradition.

## Holiday Reflections

We've all heard—and felt—the sentiment that America is “forever changed” by September 11. Along those lines, for many of us in the U.S., this holiday season will be especially touching.

My heart goes out to the victims' families. I pray that they somehow find comfort and peace during these particularly emotional weeks.

I also send my warmest wishes for safe, happy holidays to all active and retired SIU members and their families. The tragedies in New York, Washington and Pennsylvania remind us to appreciate each day and be thankful for what we have. I'm thankful for the SIU family and for their overwhelming support.

Happy holidays.

# Bill Aims to Enhance U.S. Merchant Marine

U.S. Rep. James Oberstar (D-Minn.), the ranking Democrat on the House Transportation and Infrastructure Committee, has introduced legislation intended to strengthen the U.S. Merchant Marine.

Cosponsored by Rep. Don Young (R-Alaska), chairman of the committee, the Merchant Marine Cost Parity Act of 2001 (H.R. 3262) aims to reduce the overall cost of operating U.S.-flag vessels. The bill calls for bringing U.S. mariner tax regulations in line with those governing other U.S. citizens working overseas. It also is designed to decrease the tax liability for operating U.S.-flag vessels; address the vessel-design costs associated with complying with U.S. Coast Guard standards; and tackle the higher insurance costs for U.S.-flag vessels engaged in the foreign trade.

“With the help of the administration, maritime industry and labor, we can ensure that Old Glory is raised on the sterns of hundreds more U.S.-flag vessels,” stated Oberstar.

In introducing the bill, Oberstar touched on a major reason for the decline of the U.S. fleet since World War II. “Shipowners can change their vessel's registration

every day to avail themselves of lower costs offered by different flags. If you choose to register your ship in Panama, you don't have to pay any income taxes on your shipping income. You can hire low-cost crews from countries like the Philippines and Malaysia. And, if you register in these countries, you don't have to worry about the cost of being sued when a seaman is injured or killed.

“All of the European countries have seen similar declines in their flag fleets,” he continued, “because shipowners choose to transfer their country of registry to lower-cost countries. “However, in the past several years, countries such as Norway, Germany and Great Britain have changed their laws to make their fleets more competitive in the international market. In the past 18 months, the size of the British fleet has increased by 40 percent due to the changes in their tax and maritime policies.

“It's time for the United States, once the greatest maritime power in the world, to make similar changes.”

If adopted, Oberstar's bill will:

■ Extend to merchant mariners in the international shipping trades the same exclusion from taxation

on the first \$80,000 in income currently granted to other U.S. citizens working overseas.

■ Help decrease the tax liability for operating a vessel under the U.S. flag by substituting a tonnage tax for income taxes presently paid by shipowners.

■ Exempt vessels from unique Coast Guard vessel design standards as long as the vessel meets safety standards imposed by the International Maritime Organization.

■ Address higher insurance costs by allowing vessel owners

and employee representatives to agree upon an insurance policy that adequately will compensate mariners for injuries aboard ship. To make sure shipowners don't force the policy limits too low, the Secretary of Transportation will establish a minimum amount of coverage that must be provided.

“The bottom line,” Oberstar said, “is that capital investments go to where you can make money.... I cannot accept the United States government continuing to allow the decline of our fleet until there are no privately

owned U.S.-flag vessels engaged in our foreign trade.”

Additionally, the congressman declared that a strong U.S. Merchant Marine is vital to national security. If the fleet isn't maintained, “not only will we not have sufficient ships to move our war materials, but we won't have enough trained [mariners] to operate the laid-up fleet of government-owned ships that the Department of Defense is depending on to transport our tanks and heavy equipment when they are mobilized.”

# USCG's Loy Offers Systematic Approach To Challenges of Maritime Security

The terrorist attack of Sept. 11 “changed our perception of security at home and around the world,” acknowledged Admiral James M. Loy, commandant of the U.S. Coast Guard, who was the featured speaker at an October Propeller Club luncheon in Washington, D.C.

Loy stated that the tragic events of Sept. 11 have forced our nation to reassess its definitions of national security and find ways to prevent another attack.

The challenge of providing maritime security against terrorism—as well as against the additional threats resulting from the illicit movement of people (migrants), money and weapons across borders—is enormous for the United States, which is a maritime nation and depends heavily on the oceans and sea lanes for its prosperity. Ninety-five percent of U.S. trade is maritime based.

“Whatever action we take in response must protect our ports and waterways and the ships that use them, which are just as important to our commerce with the world as airlines and trade centers, and clearly just as vulnerable,” he said.

Loy noted that President Bush responded to the threat to our national security by establishing a new cabinet-level position, the director of Homeland Security, whose mandate is to coordinate the national effort to protect the U.S. against terrorism and other transnational threats. Loy said he has talked with the new director, Tom Ridge, about the security challenges facing the marine transportation system. “The biggest challenge,” he affirmed, “is how to

ensure that legitimate cargo is not unnecessarily delayed as we and other nations introduce enhanced security procedures.”

The key to protecting maritime security, Loy said, is to think first about awareness. Once we recognize the threats well in advance, then we can work on ways to prevent them and form a response.

“The concept I offer to unite these goals,” the Coast Guard commandant stated, “is an idea that we call ‘Maritime Domain Awareness.’ Maritime Domain Awareness (MDA) would be the umbrella that covers all of the information requirements of everybody with any responsibility for homeland security in the maritime domain.”

The key to MDA would be “an integrated, accessible database of information; one-stop coordinated inspections; high technology sensors, readers, x-rays and scanners; and solid risk-based decision-making forums charged with taking on and solving problems.”

But more than a system, he noted, MDA should be a state of mind, the most important aspects of which are the eyes and ears of people in government, law enforcement and private industry. He cited a recent incident in which a river pilot on board a ship inbound to the port of New Orleans noticed a man videotaping the Crescent City Bridge. The pilot reported the suspicious activity to the captain of the port, who, in turn, arranged for a pier-side investigation.

He also stated that the National Response Center is ready and waiting to receive telephone reports of similar suspicious activ-



Admiral James M. Loy, U.S. Coast Guard commandant, addresses a Propeller Club meeting on the challenges of maritime security.

ities that anyone might see from day to day. That toll-free number is 1-800-424-8802.

Constant awareness “is the key to preventing the potential threats from being realized,” Loy said. But he also noted that the Coast Guard does not have the resources to do it alone.

Loy concluded that the lessons learned from Sept. 11 are for everyone. Even though the tragic events of that day happened to be focused on airline transportation, “There, but for the grace of God, go all of us in this room. The maritime sector is not immune to similar attacks.”

The Propeller Club of the United States is an organization whose goals are to promote, further and support an American merchant marine, including shipyards and other allied industries, and to aid worthy and economically justifiable Great Lakes, river, inland waterway and harbor improvements.



Rep. Don Young



Rep. James Oberstar

Volume 63, Number 12

December 2001

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

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District/NMU, AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998 and at additional offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way Camp Springs, MD 20746.



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# Cornhusker State Activated to Support U.S. War Effort

## NY Waterway Ferries in High Demand; Transoceanic Crews Donate Funds

Although the war against terrorism involves some atypical components, seafarers, provided by civilian-crewed ships—a staple of U.S. battles throughout history—became part of the effort last month when the SIU-crewed *Cornhusker State* was activated and sailed for the Persian Gulf.

The Ready Reserve Force (RRF) vessel, operated by InterOcean Uglund Management, crewed up in Sunny Point, N.C. Nov. 1 and sailed eight days later. The *Cornhusker State*, a crane ship, is 668 feet long and can travel at 17 knots.

"I know that our members are extremely eager to put their skills to use in behalf of Operation

Enduring Freedom," said SIU President Michael Sacco. "Seafarers aboard NY Waterway ferries and the *USNS Comfort* played key roles during the initial relief efforts on and after Sept. 11, and we'll continue answering the call as this action unfolds."

With some other local transportation in Manhattan still interrupted, the NY Waterway ferries remain extremely busy. Seafarers are operating 33 boats—10 more than usual—and transporting approximately 60,000 passengers daily between points in New Jersey and New York City.

In cooperation with government officials, NY Waterway is conducting special trips to the city



The SIU-crewed *Cornhusker State* sailed for the Persian Gulf on Nov. 9.

three times weekly for families and friends of the victims of the World Trade Center attacks. "Firemen, policemen and civilian families are being taken to the site for some sort of closure," said Michael McPhillips, NY Waterway operations manager and a former SIU member. "We have grief counselors aboard the ferries, and we also have had lots of reporters aboard. We've been very, very busy with everything."

The company has hired about 10 additional captains and 30 new deckhands to help with the increased work.

"It's been very stressful," McPhillips observed. "Most of us haven't had time to wind down

and really feel the effects of what we've been through. We've had counselors available on several occasions for the captains and deckhands.... The guys are very, very proud of what we did on the 11<sup>th</sup>. The state and federal government and everybody else, it seemed, relied on them. It's a good feeling, even though what we've been dealing with is excruciating."

NY Waterway ferries transported 158,000 people away from the disaster scene the day of the attacks.

Meanwhile, members of the SIU and the American Maritime Officers who crew vessels operated for Tyco by Transoceanic

Cable Ship Co. recently donated more than \$18,000 to the Red Cross and the New York Firefighter and Police Widows & Children's Fund. With parent companies Tyco International and TYCOM Ltd. matching the mariners' donations, a total of \$54,789 was given to the charities.

"The generosity of the SIU and AMO crew members aboard our vessels is to be applauded," wrote Transoceanic Managing Director Paul Hagstrom in a letter to SIU President Sacco. "Your members opened up their hearts and wallets to make a contribution to the rebuilding of lives lost or broken in the horrendous tragedy."



Among the Seafarers crewing the *Cornhusker State* last month were (from left) Jose Cuevas, Kole Koger and Brandon Harold.

## Sen. Stevens: Energy Is National Security Issue

U.S. Sen. Ted Stevens (R-Alaska) recently called upon his colleagues to recognize America's energy resources as a national security issue.

In remarks on the Senate floor Oct. 31, Stevens also advocated opening Alaska's Arctic National Wildlife Refuge (ANWR) for safe exploration and development. He cited a study that indicated "that oil transported from the Coastal Plain down the pipeline to the Valdez terminal would require the construction of an additional 19 tankers to transport that oil to the coastline of the United States, particularly the

West Coast."

Developing ANWR is part of President Bush's proposed energy policy.

"There is no question today, because of the security crisis we face and our dependence upon foreign oil, the oil from Alaska's north slope is a national security issue," Stevens stated. "I agree with my colleagues and countless others who have called energy a national security issue. If any issue should be debated along with an economic stimulus package, health preparedness, and airline security, it must be energy."

He added that exploring



U.S. Sen. Ted Stevens (R-Alaska) says opening ANWR will enhance national security and boost the economy.

ANWR "and going forward with production of oil in the United States will help stimulate this economy."

## No Change in Requirement For STCW Basic Safety

### Lone Extension Applies to 1995 Certificates For Mariners in Near-Coastal Domestic Trade

The U.S. Coast Guard's National Maritime Center recently announced a deadline extension solely pertaining to STCW-95 certificates required of U.S. mariners serving on vessels in near-coastal domestic trades (on ships of 200 or more gross register tons).

According to a statement issued by the agency, "Beginning Feb. 1, 2002, the Coast Guard will defer enforcement of the requirement for these mariners to hold an STCW-95 certificate until Feb. 1, 2003 to more effectively manage the demand for immediate issuance of STCW credentials. Even though many STCW-78 certificates are endorsed to expire on Feb. 1, 2002, the Coast Guard will defer action on those certificates held by mariners employed in near-coastal domestic trades."

*It is vital for mariners to note that the Feb. 1, 2002 deadline for STCW Basic Safety Training (BST) fully remains in effect, including for mariners aboard vessels in the near-coastal domestic trades. The BST training requirements are not deferred.*

Another point covered in the Coast Guard bulletin: Beginning Feb. 1, 2002, all U.S. mariners applying for an upgrade of an existing credential, or issuance of a new credential, subject to STCW-95 must meet the full requirements of the amended STCW convention before a certificate will be issued.

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners. It is a treaty under the auspices of the International Maritime Organization (IMO).

The original STCW Convention was ratified in 1978. It set minimum standards for certification, training and skills needed by deep-sea mariners worldwide.

The U.S. didn't sign onto the 1978 convention until 1991, although our nation easily met the requirements. However, by then the pact was under revision. The STCW amendments were finalized in 1995, with more than 100 signatory nations (again including the U.S.).

The five-year transition period for the amended convention began on Feb. 1, 1997. Some of the new requirements were instituted at that time, while others have been phased in.

As of Feb. 1, 2002, the 1978 convention is superseded by the amended pact.

For more information, visit the Coast Guard's STCW web site at <http://www.uscg.mil/stcw/>.

## ITF Advocates Lowering Liberia's Flag

The International Transport Workers' Federation (ITF) is calling for steps against Liberia's runaway-flag register, cited by the United Nations for channeling money around UN sanctions to buy and transport weapons.

The UN investigation found that the Liberia International Ship and Corporate Registry (LISCR)—based in Virginia—last year made four payments to private bank accounts, with the cash ultimately used by Liberia's government to bust sanctions.

The report is available on the web at [www.un.org/Docs/sc/committees/Liberia2/1015e.pdf](http://www.un.org/Docs/sc/committees/Liberia2/1015e.pdf).

According to news reports, Miami-based Royal Caribbean is reflagging 14 passenger ships away from Liberia, and others companies may follow.

The ITF, to which the SIU is affiliated, pointed out that Liberia differs from other runaway-flag or flag-of-convenience (FOC) registers because "the revenue obtained from its flag of convenience goes directly to a regime which is regarded as a 'pariah state' by the international community, and which is currently subject to United Nations sanctions. Liberia became one of the few countries to come under international sanctions imposed by the UN Security Council on 21 May 2001 because of the Taylor government's active destabilization of its neighbor Sierra Leone. The war in Sierra Leone has been marked by particular brutality including the hacking off of limbs of men, women and children."

The ITF is urging UN member states to deny

Liberian-flagged vessels access to their ports. The federation also is calling upon shipowners to break all links with the Liberian flag, and for the UN travel ban in place under existing sanctions to be extended to any Liberian national connected with its maritime affairs.

"Any mechanism that allows a veil to be drawn over the movement of large sums of money in the way that the FOC system does has to be seriously questioned," noted the federation, which is based in London. "When combined with a ruthless ruler and interests apparently bent on regional destabilization, it is lethal."

Added ITF Assistant General Secretary Stuart Howard, "Monies paid to the (Liberian) registry by shipowners largely from Europe, the U.S. and Japan go directly to a regime which has been cited by the UN as facilitating the flow of arms to guerillas in Sierra Leone. Whether shipowners like it or not, their ships are sailing under the flag of a rogue state accused of sponsoring terror. I'm sure that most would sleep more easily in the knowledge that there is no risk their cash is funding a dirty war."

It is estimated that 40,000 mariners from more than 40 countries work aboard Liberian-registered ships. Almost none of the crew members are Liberian.

The UN charges that Liberia's government continues to give financial support to the rebels of the Revolutionary United Front (RUF), responsible for gross human rights abuses in Sierra Leone.

Please be advised that SIU headquarters and all SIU hiring halls will be closed Tuesday, January 1, 2002 for the observance of New Year's Day, and Monday, January 21, 2002 for the observance of Martin Luther King Jr.'s birthday (unless an emergency arises). Normal business hours will resume the following workday.



# Tampa Bay Pilots Unanimously Okay 3-Year Contract

SIU members employed by Tampa Bay Pilots unanimously approved a new three-year contract that calls for significant gains.

Highlights of the recently ratified agreement include a total increase in wages and overtime of 20 percent; increasing health benefits to the same levels as those in the standard contracts; and improved pension benefits in the form of increased pension credits.

Representing the SIU in negotiations were Jacksonville, Fla. Port Agent Tony McQuay; Representative Bryan Powell; and Seafarers Stephen Jean and Randy Huth.

Jean described the contract as "by far the best" the boatmen have had. He said he was satisfied with the negotiations, which lasted from April through July. Jean also complimented the union and the pilots association for their successful efforts to build a stronger working relationship.

Eight SIU boatmen work for Tampa Bay Pilots. Their station is located on Egmont Key, Fla., near St. Petersburg.



SIU Boatmen Ronald Calbert (left) and Jeff Hilliard and their fellow Seafarers help ensure port safety through their familiarity with the nearly 200 docking facilities in the Tampa Bay area.



Pilot boats including the *De Soto* are docked at the station on Egmont Key, Fla.



SIU Port Agent Tony McQuay presents bound copies of the newly ratified contract to Kathy Dalpiaz, labor relations manager for Tampa Bay Pilots.

## Notice

### REEMPLOYMENT RIGHTS OF U.S. MERCHANT SEAMEN

(Source: U.S. Maritime Administration (MarAd))

**Purpose:** to encourage merchant mariner service on board sealift ships in support of maritime mobilization needs of the United States while eliminating or minimizing the disadvantages to civilian careers and employment which can result from such service; to minimize the disruption to the lives of merchant seamen performing service for the United States as well as to their employers, their fellow employees, and their communities, by providing for the prompt reemployment of such persons upon their completion of such service; and to prohibit discrimination against persons because of their service in the U.S. merchant marine.

#### Purpose of Reemployment Benefit:

U.S. merchant seamen who voluntarily leave their existing employment for employment on a vessel supporting the sealift needs of the United States during a war, armed conflict, national emergency or maritime mobilization need are entitled to receive reemployment rights similar to military reservists. This benefit does not apply to commercially employed mariners or civil service mariners who are employed and serving on U.S.-flag vessels, but is intended to protect those qualified mariners who are no longer sailing but who volunteer to temporarily leave permanent employment in shoreside positions to serve on sealift vessels in a national crisis.

#### Reemployment Rights Criteria:

The Maritime Administration under authority delegated by the Secretary of Transportation certifies that the merchant seaman was employed in the activation or operation of a vessel:

- 1) That is in the National Defense Reserve Fleet (NDRF), including the Ready Reserve Force (RRF), when in use or being activated for use at the request of the Secretary of Defense; or
- 2) That is requisitioned by the Secretary of Transportation during any national emergency declared by proclamation of the President; or
- 3) That is owned, chartered or controlled by the U.S. for a war, armed conflict, national emergency or maritime mobilization need (including testing for readiness performance); and
- 4) During the period of that employment, the merchant seaman possesses a valid license, certificate of registry or merchant mariner's document issued by the U.S. Coast Guard.

#### Maritime Administration Certification:

If a U.S. seaman meets the above criteria, the individual may submit an application for certification of reemployment rights within 45 days after completion of service. The individual must submit relevant documentation to:

Maritime Administration  
Office of Maritime Labor, Training, and Safety  
MAR 250, Room 7302  
400 7<sup>th</sup> Street, SW  
Washington, DC 20590

Documentation must include certificate(s) of discharge or letter certifying service from the Master of the sealift vessels or authorized representatives of government-contracted ship managers; copies of relevant U.S. Coast Guard license and/or Merchant Mariner's Document (MMD) and a letter of request for certification. MARAD will issue or deny certification not later than 20 days after receipt of request from the merchant seaman.

#### Notifications to Employer:

Prior to volunteer service, the individual must give advance written or verbal notice of above applicable employment as a merchant seaman to the person's employer. After service, the mariner must submit an application to their previous employer for reemployment not later than 14 days after completion of service that is less than 181 days, or not later than 90 days after completion of service greater than 181 days.

#### Enforcement:

MARAD shall provide administrative assistance to merchant seamen volunteers who are certified for reemployment per the above instructions and have been refused reemployment. The seaman must provide a complaint in writing to the MARAD address above describing the allegations of failure, refusal or imminent failure or refusal of an employer to grant reemployment rights. MARAD will communicate with the individual and the employer to attempt to resolve the complaint without litigation. If attempts to resolve the complaint are unsuccessful, MARAD may seek advice of the Department of Labor. If the complainant requests, MARAD will refer to the Attorney General a complaint relating to a private or State employer, or to the Merit Systems Protection Board; for litigation, a complaint relating to a Federal executive agency employer.

If there are questions you may contact Chris Krusa at the Maritime Administration (MARAD) on 202-366-2648 or email: [chris.krusa@MarAd.dot.gov](mailto:chris.krusa@MarAd.dot.gov)

November 2, 2001

## Charleston 5 Resolution 'A Triumph For Workers' Rights, Free Speech'

In a finale described by the national labor federation as "a triumph for workers' rights and free speech," the case of the Charleston 5 ended last month with minor fines, no-contest pleas to minor misdemeanor charges—and no admissions of guilt.

Five members of International Longshoremen's Association (ILA) locals based in South Carolina had faced false charges of felony rioting and conspiracy to riot. The accusations stemmed from a Jan. 20, 2000 protest by union members against non-union workers unloading a Danish freighter in the port of Charleston, S.C.

As reported by the AFL-CIO, "On their way to the port, about 150 dockworkers from ILA locals 1422 and 1771 were confronted by a contingent of more than 600 police officers. A fracas broke out and eight union members were arrested and charged by local officials with minor offenses. But South Carolina Attorney General Charlie Condon intervened and, securing indictments of felony rioting and conspiracy to riot from a secret grand jury, took personal control of the prosecution of five of the dockworkers. These latter charges carry heavy prison terms."

Trade unionists from across the nation rallied in support of the longshoremen, including SIU members and officials who participated earlier this year in a major demonstration at the state capital, Columbia. An international "day of action" had been planned for Nov. 14, but was called off when the final settlement concluded a day earlier. (The case had been scheduled to go to trial in mid-November.)

ILA Local 1422 President



SIU members were among the 4,000 supporters at a rally this past June in Columbia, S.C. calling for justice in the Charleston 5 case.

Ken Riley described the settlement a remarkable success and recognized the constant backing from the labor movement, support committees, faith communities and civil rights organizations. He said the Charleston 5 campaign illustrates how trade unions can pull together to make their voices heard by government and business.

"This struggle showed that as corporations go global, so must the work force," Riley told a South Carolina newspaper. "We found something that works, and we're going to build on that."

The ILA members involved in the case are Elijah Ford, Ricky Simmons, Peter Washington and Kenneth Jefferson of Local 1422 and Jason Edgerton of Local 1771. They endured house arrest for 18 months. Last month, as part of a plea bargain, they pled "no contest" to what are considered low-level misdemeanor charges of participating in a "riot, rout, or affray when no weapon was actually used and no wound inflicted" and paid fines of \$100 each. Their records will

be cleared in three years.

The AFL-CIO said the case's conclusion "is a vindication of five courageous dockworkers who, with their families, endured a year-and-a-half of court imposed curfews where they were prohibited from leaving their homes between the hours of 7:00 p.m. and 7:00 a.m. except to go to work or to union meetings. It is a testament to the unified struggle of a broad coalition of unions, support committees, faith communities, and civil rights organizations from across the country that supported the Charleston 5. And it is a victory over the abuse of state power. Attorney General Condon, charged with prosecutorial misconduct, removed himself from the case, and the unjust charges he brought against the dockworkers were thrown out by the court."

Condon removed himself from the case Oct. 10 after attorneys for the workers demanded his disqualification for gross misconduct.



# U.S. Examines Port Security

## Coast Guard Steps Up Efforts; Bills Introduced

Although much of the national media attention recently has focused on aviation safety, heightened security and awareness will be required from every mode of transportation, according to Secretary of Transportation Norman Mineta.

"While aviation is critical, it is not the only key transportation asset of the U.S.," he said. "None of us can afford to ignore the critical role of our maritime transportation system and gateway ports in the battle against terrorism... or their potential vulnerabilities."

The transportation secretary echoed that theme Oct. 30 and Oct. 18, respectively, during keynote addresses to the National Transportation Security Summit in Washington, D.C. and the Maritime Transportation System National Advisory Council in Baltimore. SIU President Michael Sacco was present at both events.

Within hours of the attacks on the World Trade Center and the

Pentagon, Mineta authorized the Coast Guard to control the anchorage and movement of the estimated 10,000 vessels which make more than 68,000 calls at all our major ports each year. Since the attacks, the Coast Guard has provided an offshore protective force, interdicting suspicious vessels before they reach U.S. shores.

According to Coast Guard Commandant James M. Loy, "Over 55 cutters, 42 aircraft and hundreds of small boats have been underway aggressively patrolling domestic ports and coastlines."

The admiral added that 2,600 Coast Guard reservists have been recalled to augment regular forces working to secure ports, protect infrastructure, conduct security inspections and patrols, and continue performing other peacetime missions to the extent possible.

In addition, the Coast Guard has established new reporting

requirements for ships entering and leaving the United States. Under the new regulations, most ships entering U.S. ports have to provide a 96-hour advance notice of arrival (NOA) to the U.S. Coast Guard along with crew, passenger and cargo information. Some existing exemptions from NOA reporting have been suspended, and changes have been made in notice of departure (NOD) requirements for vessels carrying certain potentially dangerous cargoes.

Additionally, as of Oct. 15, MOA and NOD reports must be made to the Coast Guard's new National Vessel Movement Center (NVMC). Previously, ships sent their information to the Coast Guard Captain of the Port (COTP) where they planned to arrive.

The new reporting procedure is expected to streamline the notification process, and the longer advance notice will allow the Coast Guard and other U.S. law enforcement agencies more time to review the information and plan for ship arrivals.

Besides the foregoing rules, the Coast Guard has established a pair of toll-free hotlines. The first (1-800-424-8802) is maintained by the National Response Center (NRC) and can be used to report



U.S. Coast Guard photo  
Legislation has been introduced on Capitol Hill to beef up U.S. port security—a heightened concern since the Sept. 11 attacks on New York and Washington.

suspected and actual terrorist incidents. Upon being notified of a potential terrorist incident, the NRC will connect the caller to the FBI's strategic intelligence and operations center, which coordinates with other agencies to assess threat credibility.

The second number (1-800-682-1796) is available to provide both commercial and recreational vessels with the latest information on local waterways and ports openings, closures and restrictions. This line, dubbed the U.S. Coast Guard Maritime Safety Line, has information from more than 30 Coast Guard COTPs and is broken into five regions. Puerto Rico has its own information line

(787-706-2415), with data on 22 ports.

In addition to these administrative actions initiated by the DOT and carried out by the Coast Guard, port security legislation is making its way through Congress. On Oct. 30, Sen. Ernest F. Hollings (D-S.C.), Sen. John Kerry (D-Mass.) and Sen. John Breaux (D-La.) introduced the Port Threat and Security Act (S. 1587), designed to augment maritime safety in the U.S. The bill is meant to complement the Port and Maritime Security Act (S. 1214), introduced this past summer. A companion piece to the latter measure (H.R. 3013) has

*Continued on page 6*

## Finally, Workers' Rights Central to Trade Pact

### Labor Federation: It's a Start

President Bush on Sept. 28 signed the U.S.-Jordan Free Trade Act, described by the International Labor Organization (ILO) as "the first trade agreement with worker protections to be signed by the United States." The pact also is the first U.S. trade agreement with an Arab nation.

Negotiated by the previous administration, the agreement "achieves significant and extensive liberalization across a wide spectrum of trade issues," according to a White House statement. "It will eliminate all tariff and non-tariff barriers to bilateral trade in virtually all industrial goods and agricultural products within 10 years."

The AFL-CIO called the pact "a basic and important step forward in making globalization work for working families. But it is only a small step toward our ultimate goal of making workers' rights and environmental protections an integral part of universally applied international trade rules."

Under the treaty, both the U.S. and Jordan reaffirm their obligations—as spelled out in the ILO's Declaration on Fundamental Principles and Rights at Work—to respect workers' freedom of association and collective bargaining, and to prohibit child labor, forced labor and discrimination in employment.

In testimony earlier this year before the Senate Finance Committee, AFL-CIO President John Sweeney, noting some resistance on Capitol Hill to the workers' rights provisions in the agreement, stated, "I find it hard to believe that anyone can stand up with a straight face and argue that the United States is unable or unwilling to live up to these commitments. The United States and Jordan both agreed to enforce their own labor and environmen-



AFL-CIO President John Sweeney called the trade pact "an important first step."

tal laws and to live up to their international obligations to respect core workers' rights.... These modest commitments will be enforced through a simple and straightforward dispute resolution mechanism."

He added that the agreement "represents an important first step in recognizing that workers' rights and environmental protections are in integral element of global trade relations and therefore deserve to be addressed on a par with the traditional trade concerns. While these commitments were an important breakthrough, it should be understood that they are likely to be effective only in the case of trading partners whose laws already conform to ILO standards, as do Jordan's. For countries whose labor laws are inadequate, much more elaborate mechanisms need to be put in place, to ensure that domestic laws are brought up to international standards on a clear timetable."

Last year, U.S. exports to Jordan were \$306 million, while imports from Jordan were \$73 million.

Jordan has a population of approximately 5 million and is bordered by Iraq, Israel, Saudi Arabia and Syria.

## Gen. Handy Succeeds Gen. Robertson As Commander of U.S. TRANSCOM

Air Force Gen. John W. Handy took the helm as commander-in-chief of the U.S. Transportation Command (TRANSCOM) and commander, Air Mobility Command in a ceremony Nov. 5 at Scott Air Force Base in Illinois.

Air Force Gen. Richard B. Myers, chairman of the Joint Chiefs of Staff, officiated the first part of the ceremony in which Handy succeeded retiring Air Force Gen. Charles T. "Tony" Robertson as the TRANSCOM commander.

Speaking of Robertson's career, Myers said, "He has successfully led this highly important command through daily operations expanding the globe, as well as an apparent never-ending series of crises.

"My message to the TRANSCOM team today is well done, and we are all very proud of you," said Myers. "Whether transporting aid for New York City and Washington; delivering people and equipment by rail, ship or plane; providing air refueling sorties for combat aircraft; and air dropping relief supplies to the Afghani refugees, you have been absolutely indispensable. Your technical skills and can-do attitude, your sacrifices and devotion to what makes our country great are the epitome of a professional military force in a democratic nation."

The event also served as a retirement ceremony for Gen. Robertson. He was awarded both the Defense Distinguished Service Medal and the Air Force Distinguished Service Medal. Robertson's wife, Brenda, received the Distinguished Public

Service Award for outstanding service throughout her husband's career.

Gen. Handy's last assignment was as the U.S. Air Force vice chief of staff.

This move marked a return to both organizations. Handy served as TRANSCOM's director of operations and logistics from 1993-1995 and commander of the Air Mobility Command's Tanker Airlift Control Center from 1991-1993.

Handy holds a bachelor's degree from Methodist College and a master's degree from the University of Southern California. He is a graduate of the Air War College and National War College, as well as the Program for Senior Executives at Harvard University's John F. Kennedy School of Government. He is a command pilot with more than 4,800 hours flown.

Robertson served concurrently as the head of TRANSCOM and the Air Mobility Command since August 1998. He held a variety of command and staff positions including; commander, 384<sup>th</sup> Bombardment Wing, McConnell Air Force Base, Kan.; director, personnel plans, deputy chief of staff, personnel, headquarters U.S. Air Force; vice director, the Joint Staff, Joint Chiefs of Staff; vice commander, Air Mobility Command, Scott Air Force Base, Ill.; and commander, 15<sup>th</sup> Air Force, Travis Air Force Base, Calif.

Robertson is a 1968 graduate of the U.S. Air Force Academy and holds a master's degree in industrial management, Central Michigan University. He also is a graduate of the National War College, and Harvard University's John F. Kennedy School of Government National and International Security Program.



USAF Photo by Tech. Sgt. Loren J. Bonser  
Pictured at the change-of-command ceremony at Scott Air Force Base are (from left) Gen. Richard B. Myers, chairman of the Joint Chiefs of Staff; Gen. Tony Robertson, retiring TRANSCOM and AMC commander; and incoming commander, Gen. John W. Handy.



## Examining Security for All Modes of Transportation

Continued from page 5

been introduced in the House.

Taken altogether, the bills (among many other mandates) direct the secretary of transportation to establish a port security task force to help coordinate programs enhancing the safety of U.S. seaports against crime and terrorism. They also instruct the commandant of the Coast Guard to develop standards and procedures for conducting seaport vulnerability assessments.

Additionally, the measures direct the respective heads of the Coast Guard and the Maritime Administration to jointly initiate a proceeding to prescribe regula-

tions protecting the public from threats of crime or terrorism originating from vessels in maritime transportation that call on U.S. ports.

Specifically commenting on S. 1587, Breaux said, "This legislation requires the identification of nations that have inherently insecure or unsafe vessel registration procedures that can pose threats to our national security.... Investigations by the DOT reveal that it is common for vessels to possess false, partial or fraudulent information concerning cargo manifests, crew identity or registration of the vessel. This legislation will allow us to get a handle on these practices by iden-

tifying the most egregious violators of maritime law. I believe that the measures in this bill along with the port security program of S. 1214 will provide much better tools to guard against maritime threats to our nation and our citizens."

He also called for a national sea marshal program.

Kerry stated, "We need hard information like this if we are to force 'flag-of-convenience' nations from providing cover to criminals and terrorists. This is very important as Osama bin Laden has used flags of convenience to hide his ownership in various international shipping interests. In 1998 one of bin Laden's cargo freighters

unloaded supplies in Kenya for the suicide bombers who later destroyed the embassies in Kenya and Tanzania. To that end, the bill requires the administration to report on actions they have taken, or would recommend, to close these loopholes and improve transparency and registration procedures, either through domestic or international action—including action at the International Maritime Organization."

Mineta said the U.S. must act swiftly. "There are a number of issues we will need to address in building a new, post-September 11<sup>th</sup> maritime security environment," he said. "We must move quickly on the issue of maritime security. We recognize it will take all of America's resources—public and private sector alike—to win this war against terrorism in which we find ourselves today."

## Civmars Have Options for Health Benefit Plans

Civil service mariners (Civmars), including members of the SIU's Government Services Division, have access to a wide range of health plans. There are approximately 200 plans nationwide and an average of 15 plans in any locality.

Each year, the federal government holds an "open season" so that employees may review their plan choice and determine if there's a better option for them. This year's open season concludes on Dec. 10.

Civmars can change plans once a year. They also may choose a new plan upon getting married, having a child or relocating.

The Federal Employees Health Benefits Program has almost 9 million participants. The government pays 80-90 percent of the premium costs for all civil service employees.

The U.S. Office of Personnel Management has information online at [www.opm.gov/insure/02/](http://www.opm.gov/insure/02/) to help individuals make informed decisions about their respective health plans. Another useful source of information is the Consumers' Checkbook Guide to Health Plans for Federal Employees, available at [www.guidetohealthplans.org](http://www.guidetohealthplans.org). For printed copies, call (202) 347-7283.

## Maritrans Tanker Crews Ratify 5-Year Contract

Seafarers who sail aboard Maritrans tankers overwhelmingly ratified a new contract in late October.

The five-year agreement calls for hikes in both wages and overtime during the first two

years. Members will receive a three percent wage increase in the first year of the accord and an identical hike in year two. A wage reopener (language which permits the renegotiation of wages) is in place for the third year.

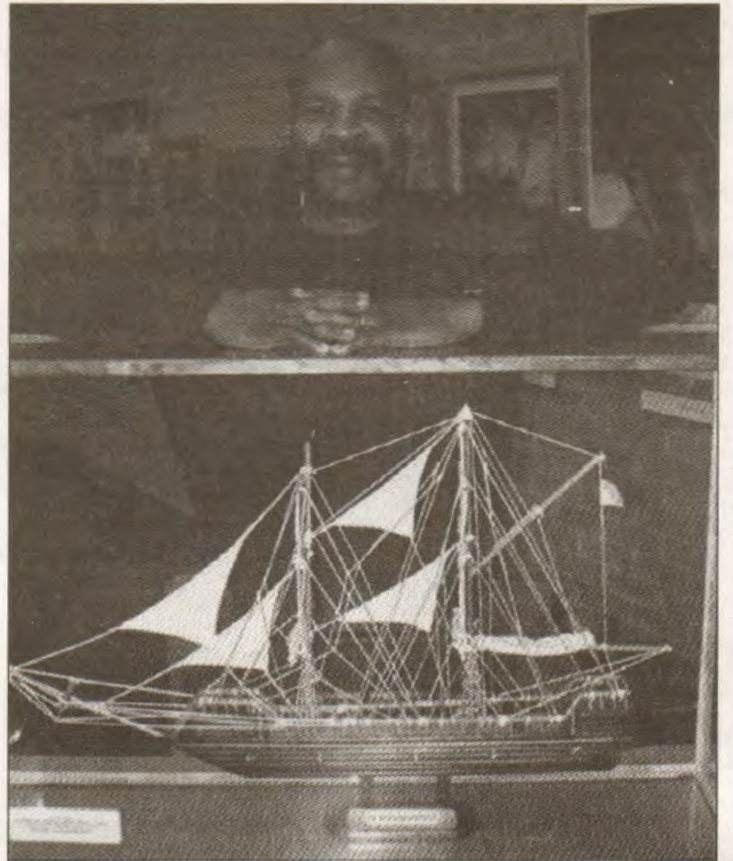
Seafarers also will be in line for a substantial advance in benefits for the term of contract, according to SIU Assistant Vice President Contracts George Tricker. "Under the new pact, members will receive benefits up to the Plan G-level," Tricker

said, "This is the same level that members get who work under standard tanker agreements."

"We're extremely happy with the end result of the new agreement," he continued. "We consolidated the old contract, which contained provisions for the inland and deep sea divisions, and in effect came up with a pact that more closely resembles the standard tanker ship agreements."

The new agreement—retroactive to June 1—runs through June 2006.

## Model Student



The Paul Hall Memorial Library in Piney Point, Md. has a new addition to its ship-model collection, thanks to OMU Melvin Grayson. The 12-year Seafarer recently donated his built-from-scratch SS *Windjammer*, a three-mast schooner with full sail and full rigging. Grayson, who's upgrading to QMED, started building models 15 years ago. "It's relaxing and it's a challenge," he said. "Years ago I built (plastic) car models, but now it's just (wooden) boats." Grayson, who lives in Baltimore, said it took approximately four weeks altogether to construct the *Windjammer*, "but this was done over a long period, in between shipping."

## Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD/NMU assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union spends a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is required by law and is sent to advise employees represented by the Seafarers International Union, AGLIWD/NMU about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. It also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD/NMU.

**1. Benefits of union membership** — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD/NMU is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratification and strike votes. Members also may play a role in the development and formulation of union policies.

**2. Cost of union membership** — In addition to working dues, to belong to the union as a full book member the cost is \$400.00 (four hundred dollars) per year or \$100.00 (one hundred dollars) per quarter. Working dues amount to 5 percent of the gross amount an employee receives for vacation benefits and are paid when the member files a vacation application.

**3. Agency fee payors** — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrange-

ments, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

**4. Amount of agency fee** — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 2000 calendar year, the fee cost associated with this representation amounts to 64.88 percent of the dues amount. This means that the agency fee based upon the dues would be \$259.52 (two hundred fifty-nine dollars and fifty-two cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 2002 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2001 and November 30, 2002 will have this calculation applied to their 2002 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2003, your objection must be received by December 1, 2002.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, Maryland 20746. This report is based upon an audited financial report of the union's expenses during 2000.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay

agency fees and wish to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

**5. Filing of objections** — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year, however, the reduction will apply only prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, each year the amount of the dues reduction may change based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD/NMU, 5201 Auth Way, Camp Springs, MD 20746.

**6. Filing a challenge** — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

**7. Appeal procedure** — Upon receiving the challenge(s) at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will be either in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all the costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

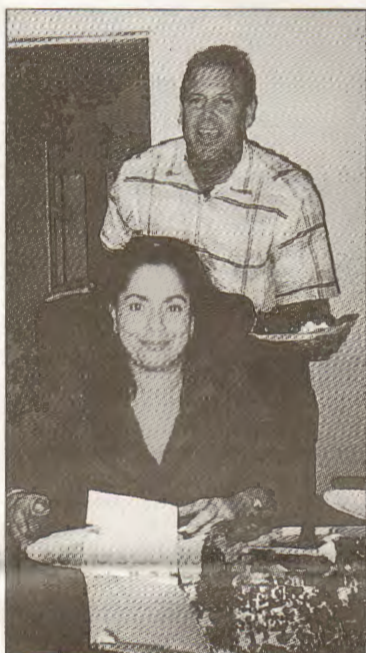
Sincerely,  
David Heindel, Secretary-Treasurer





Left: Earlier this year, Seafarers seized the chance to complete STCW Basic Safety Training (BST) in Diego Garcia. The courses were run by instructors from the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. Among those completing the class were Carlos Dominguez, Simon Perez, Enrique Crespo, Mohamed Jamal, James Hill, Sean Farra, Marcos Arriola, John Hart, Jerome Matthews, Miles Tate, Kenneth Cuffee, Isaac Diaz, Bill Sholley, Christopher Nardone, Charles Ducharme, William Shaver, Antonio Centeno, K. Pugh, Rayann Williams, Joseph Perry (asst. instructor, standing, far right), Erik Bekkelund, Sonja Clements and Bill Braithwaite. Instructor Mike Daras is pictured at far left, standing.

# Around the World



Seafarer Mary Lou Lopez submitted this photo of Lorraine Nuno, secretary at the SIU's Wilmington, Calif. hall, and Port Agent John Cox celebrating Nuno's birthday. "She's our No. 1 secretary," Lopez wrote.



Above: Joseph Perry hands training equipment to QMED Jerome Matthews during BST in Diego Garcia.



Seafood apparently is imminent for the menu aboard the *USNS Victorious*, where Chief Cook Dan Friberg (left) and Chief Steward Jessie Estigoy have their hands full.

# With the SIU

Below: SIU boatmen aboard Allied Towing's tug *Sea Robin* picked up an unexpected guest during a recent run from West Palm Beach, Fla. to Yonkers, N.Y. Pictured with the slippery visitor are (from left) Tate Emanuel, Buddy Davis and Jack Parkins.



Above: At the SIU hall in Santurce, P.R., SA Elston Yu (right) receives his full B seniority book from Port Agent Victor Nuñez. Standing at left is prospective Seafarer Victor Nuñez Jr.



SIU Government Services Division Representatives (from left) Kate Hunt, Chester Wheeler and Maurice Cokes review various Military Sealift Command contract issues during a recent meeting at SIU headquarters in Camp Springs, Md.



In Puerto Rico, Seafarers discuss the new standard contracts. Pictured from left to right are Electricians Harry Wessel, Rodney Passapera, Federico Rodriguez, Jose Flores, Carlos Parrilla and SIU Port Agent Victor Nuñez.



# Monthly Membership Meetings

## Keep Seafarers Informed

One way to keep track of all the news which affects the lives and livelihoods of Seafarers is by attending the monthly membership meetings.

Held in each SIU hall around the country, the monthly membership meeting is a

forum to keep members abreast of any and all issues of importance to them.

Below is the schedule of meetings for 2002. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

### Membership Meetings in 2002

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	7	4	4	8	6	3	8	5	3*	7	4	2
New York	Tuesday after first Sunday	8	5	5	9	7	4	9	6	3	8	5	3
Philadelphia	Wednesday after first Sunday	9	6	6	10	8	5	10	7	4	9	6	4
Baltimore	Thursday after first Sunday	10	7	7	11	9	6	11	8	5	10	7	5
Norfolk	Thursday after first Sunday	10	7	7	11	9	6	11	8	5	10	7	5
Jacksonville	Thursday after first Sunday	10	7	7	11	9	6	11	8	5	10	7	5
San Juan	Thursday after first Sunday	10	7	7	11	9	6	11	8	5	10	7	5
Algonac	Friday after first Sunday	11	8	8	12	10	7	12	9	6	11	8	6
Boston	Friday after first Sunday	11	8	8	12	10	7	12	9	6	11	8	6
Savannah	Friday after first Sunday	11	8	8	12	10	7	12	9	6	11	8	6
Houston	Monday after second Sunday	14	11	11	15	13	10	15	12	9	14	12*	9
New Orleans	Tuesday after second Sunday	15	12	12	16	14	11	16	13	10	15	12	10
Mobile	Wednesday after second Sunday	16	13	13	17	15	12	17	14	11	16	13	11
Duluth	Wednesday after second Sunday	16	13	13	17	15	12	17	14	11	16	13	11
San Francisco	Thursday after second Sunday	17	14	14	18	16	13	18	15	12	17	14	12
Port Everglades	Thursday after second Sunday	17	14	14	18	16	13	18	15	12	17	14	12
St. Louis	Friday after second Sunday	18	15	15	19	17	14	19	16	13	18	15	13
Honolulu	Friday after second Sunday	18	15	15	19	17	14	19	16	13	18	15	13
Wilmington	Monday after third Sunday	22*	19*	18	22	20	17	22	20*	16	21	18	16
New Bedford	Tuesday after third Sunday	22	19	19	23	21	18	23	20	17	22	19	17
Jersey City	Wednesday after third Sunday	23	20	20	24	22	19	24	21	18	23	20	18
Tacoma	Friday after third Sunday	25	22	22	26	24	21	26	23	20	25	22	20

\*Piney Point change created by Labor Day holiday; Houston change created by Veterans' Day holiday; Wilmington changes created by Martin Luther King's birthday, Presidents' Day and Paul Hall's birthday holidays.

## HOLIDAY GREETINGS



Happy holidays, Grand Pa Amir, (Kasim) from your first granddaughter, Kayla Marie.

#### To my Brothers & Sisters from New York

I know how great the spirit of New York/New Jersey is. Best wishes for a happier new year! Your friend,

Danny Brown

#### To William G. Rackley, Vilma and Tommy Lee

Hope you all have a Merry Christmas and a happy, healthy new year. Remember all the Christmases we shared. Love you all. Your loving family,

Mom (Charlotte E. Canlon), Beverly, Tommy, Mary Lee & Bruce, Rob, Diana, Cashmere, Brook Lynn

#### To Dean Corgoy and etaff

Merry Christmas and happy new year to you all and your families.

John M. Clarke

#### To the Lopez family in Texas

Wishing you the very best at Christmas and the new year.

John Morris Clarke

#### To Janet Price and Leo Perales

Wishing you both a merry Christmas and a great new year.

John Clarke

#### To Admissions

Merry Christmas and happy new year to the hard working ladies of Admissions.

Candyman (James C. Gregory)

#### To Manpower

To all the hard working ladies of Manpower, Merry Christmas and happy new year.

Candyman (James C. Gregory)

#### To the Haggadones

Merry Christmas and happy new year, Hank and Max.

Jim Gregory

#### To Seafarers around the world

May God bless you during the holiday season and beyond.

Herbert (Red) House

#### To Fred and Charles Jensen

Merry Christmas and a happy new year to my husband and son. I love you both and miss you a lot. All my love,

Sandra Jensen

#### To Hayes Johnson

Happy holidays to you, babe. I love you!

Reet (Doretha Johnson)

#### To Maritrans Integrity capt. & crew

Season's greetings & best wishes for the holiday season. God bless you!

Hayes & Doretha Johnson

#### To my husband, Amir Kasim

Though you are away this holiday, you are close in my heart and mind. My best wishes to you and all the crew and their families. And my prayers to the families who lost loved ones in New York Sept. 11. May peace be with all. Love from your wife and the rest of the family,

Irma Kasim

#### To all my shlpmates here and abroad

May all who are still with us have a joyous Christmas. A special blessing to our brothers and sisters in New York City.

Stanley Klemecky

#### To Nell Matthey

Little darling, Merry Christmas and a very happy retirement. Always,

Jean Matthey

#### To Bonnie King

Merry Christmas and happy new year.

Tom McNellis

#### To Denis Hunicke

My wishes of peace and joy for you this Christmas, and prosperity throughout the new year.

Fernando Mesa

#### To all Seafarers

Merry Christmas and happy new year to all Seafarers and to Janice in the Houston hall.

Lester Moore

#### To all Seafarers and their families

Hope you all have a Merry Christmas and a happy new year.

Jimmy Moye and family



Greetings from Stan Klemecky.

The Seafarers LOG joins Seafarers, pensioners, friends and family members in wishing everyone the very best this holiday season and throughout the coming year.

#### To the Mississippi Queen crew & staff

A special Christmas greeting to you all. Have a blessed and Merry Christmas. May God bless each one of you and your families.

James H. Neuner

#### To Riley Wells, Glenn Stephens, Alex McDonald, and any other buddies of mine at the Great Lakes & Seattle ports

Merry Christmas and good sailing to you all. I think of you often and enjoy many interesting memories of sea days gone by.

Ron Pedrys

#### To the SIU members and their families

Very warm season's greetings to all Seafarers and sincerest condolences to all those who have lost a loved one.

Harlan R. Peters

#### To Vincent Coss & family

Years go by but I haven't forgotten my old friend and good union man. Merry Christmas and a happy new year from the Philippines.

William, Vilma & Tommy Lee Rackley

#### To Charlotte Canlon & family

I would like to wish my mom and family a Merry Christmas and a happy new year from the Philippines.

William, Vilma & Tommy Lee Rackley

#### To all my friends on the Lakes

Unite and stand together and have the best of holidays. Please drop me a

line at 9036 Saffron Rd., Honor, MI 49640. God bless.

Harry L. Stockman

#### To SIU officials and staff

May you all have the very best holidays—and more.

Thomas Tobias

#### To the Seafarers LOG

Merry Christmas and happy new year. Thanks for the good work.

Thomas Tobias



Merry Christmas from Tommy Tobias.

#### To the staff at the Tacoma hall

Best wishes from the "Ariang Express."

Jack Utz

#### To Seafarers LOG staff

Keep up the great work. Best holiday greetings.

Jack Utz

#### To Captain Kucharske

Best holiday greetings to you and yours.

Jack Utz



# 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.)

## Belated Thanks For Anthrax Shot

In April 1998, we were advised by the captain that we would be taking anthrax shots. There was a lot of rebelling among the SIU crew members on board the *1st Lt. Alex Bonnyman*.

The members, as well as myself, had some concerns about this drug since there was not a lot of information about anthrax. I had never heard of it nor had any of my fellow SIU brothers and sisters.

The union sent out information about anthrax and its possible use as a terrorist attack to the crew. The union urged us to take it, but there was a lot of resentment on the part of the crew for being asked by the union to take such an unknown drug.

Now, in light of September 11, 2001—and the use of anthrax in the Senate and Congress and the targeting of the media along with the general population of America and the fear that it has caused the American people—I would like to thank the SIU and the union leadership for their foresight in having the SIU members take the anthrax shot.

Eddie Aperto  
Atlantic Beach, Fla.

## October LOG Cover Worthy of Framing

I must congratulate the staff of the *Seafarers LOG* for the impressive front page of the October issue. When my friend, who is a super patriot and a member of the DAR, saw it, she wanted it and is going to have it framed.

Henri Starckx  
Yero Beach, Fla.

## October Issue Made Me Proud

Thank you for the October issue of the *LOG*. The colored picture was beautiful. I've read every word, twice. As a former 27-year resident of New York and a maintenance man for the hall on 20th Street, one of the photos of the Manhattan skyline from the roof of the hall was just as I remember seeing it myself.

I was proud to read that the union and its many fine brothers and sisters did, indeed, help in the efforts to relieve the tension and confusion felt by the millions who were affected by the events.

I am very proud to have worked for the union, and I thank you for the wonderful coverage of the events of September 11. It did help ease the pain, coming from the union point of view.

God bless you all.  
Arthur Norman Sjaastad  
Huntsville, Texas

## October LOG Cover Captures Real SIU

I think that your artwork on the cover of the October issue of the *LOG* is superb.

It most certainly depicts the seafaring men and women of the SIU.

We, the American Merchant Marine, have stood ready, willing and able to serve our country since 1938.

Thank you and God bless.

Danny Brown  
Trenton, Ga.

## October LOG Cover An Award Winner

I would like to compliment the *LOG* staff for the excellent front page of the October 2001 issue. It is so appropriate in this current crisis.

I don't know if there is in the publishing industry any kind of an award for graphic and significant public service effort in time of public need, but there should be some kind of notice paid. As a labor-related publication, it takes on special significance.

We all remember the WWII posters that were a public service. The "Loose Lips Sink Ships" and "You Bet I'm Going Back to Sea!" posters of WSA are memorable (at least to some of us!). So you guys can indeed be the "Poster Boy (Girl) of the Year."

A.J. Snider  
Birmingham, Ala.

## Trying to Understand Religious Equality

As a retired Seafarer and a long-time world traveler, I have had ample opportunities to observe and study a wide variety of foreign cultures and most of the world's more prominent religions.

Having been raised by tolerant parents who taught me the merits of racial, ethnic and religious equality, I must confess that at this time of America's current struggle with far-reaching terrorism, I am having trouble with the concept of so-called religious equality. Afghanistan's ruling Taliban radicals cannot successfully continue to masquerade as true believers of the Islamic faith while proceeding with their practice of organized murder and global terrorism.

At one and the same time, the SIU can and will continue to steadfastly support and promote equality among the U.S.-flag seafaring community for the good and welfare of its loyal membership as well as for the union's worthy goal of a continuing American presence in the world of ocean commerce . . . certainly a more valid "religion" than the

Taliban's agenda of support for the Osama bin Ladens of this world.

James W. Krebsler  
Stuart, Fla.

## Seafarers LOG Gets Around

Many thanks and much appreciation for sending me the *LOG*, which I always look forward to reading.

Let me tell you how far this wonderful paper goes. From the USA, it comes to me in Western Australia, 10,000 miles away. After I read it, I send it 3,000 miles away to Hobart, Tasmania, to Capt. D. Smith. Afterwards, he sends it more than 1,000 miles away to Sydney, Australia, to another old salt who served in World War II aboard U.S. Army transport ships. After that, God only knows where it goes.

In my old age, I often think of old shipmates who I sailed with in World War II.

I wish you all the best for Christmas and the new year.

John E. Helman  
Fremantle, Western Australia

## Memories In a Bottle

As a tribute to James L. Miller, a seaman for 48 years, and a former shipmate, I requested Cynthia Casper, a cook on the *APL Thailand* (who also sailed with Miller) to launch a bottle with a photo and note.

While at sea on April 16, 2000, there was a little ceremony at coffee time aboard ship, and the bottle was launched.

On Oct. 7, 2001, I got a call from Sterling, Alaska that the bottle had been found on a beach on Montague Island.

Mike Stasak had flown to Montague Island for a day of beachcombing with his wife, son, brother and sister-in-law. He called me when he returned home.

Gordon Driscoll  
Warren, Ore.

(Editor's Note: In a letter from Stasak to retired SIU member Driscoll, Stasak notes that "it was just a pure chance of luck that we went there that particular day to that particular beach...The next high tide could have washed the bottle further back on the beach...or the ocean could have claimed it back again." He also included a photograph of his sister-in-law, Brenda, finding the bottle.)

Below, Mike Stasak's sister-in-law, Brenda, picks up the bottle on a beach on Montague Island more than a year later.



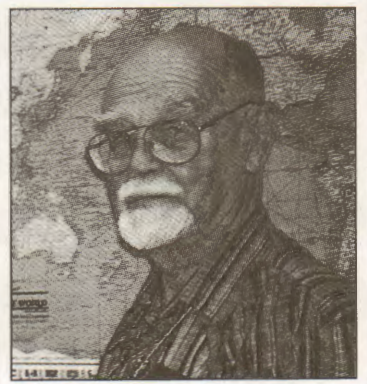
## Retired NMU Port Agent De Roussett Dies

Rusty De Roussett, retired port agent for the NMU in San Francisco, passed away Oct. 19 in that city following a long bout with heart disease. He was 79.

De Roussett joined the NMU during World War II, first sailing as an AB in 1944. He later sailed as an AB and as bosun before coming ashore in 1950 to work in the NMU's San Francisco hall as dispatcher/patrolman and, eventually, port agent. He retired in June 2000.

During his NMU career, he also successfully ran a Job Corps program that graduated numerous culinary workers, many of whom went on to careers aboard U.S. merchant ships.

De Roussett regularly participated in the San Francisco Port Council of the AFL-CIO Maritime Trades Department, as well as the Jeremiah O'Brien Victory Memorial and other industry associations. He also was active in the San Francisco Labor



Rusty De Roussett

Council.

Former coworkers remembered him as straightforward, friendly and professional in assisting the membership. They noted that De Roussett was well-liked and tireless when it came to helping members.

De Roussett is survived by his wife, Miki; his daughter, Wendy; his son, Michael; and two grandchildren.

## Heading Back from Europe



Recertified Bosun Jamie Miller provided these photos taken aboard the Seafarers-crewed *MV Tanabata*. The images were snapped this summer, with the ship headed back to the U.S. after stops in Southampton, England and Radicateil, France. Among those pictured in the top left photo are (back row, from left) Chief Steward Tommy Smith, Chief Mate William Rapone and Miller. Pictured in photo at right are Miller and OS Dennis Avila. The bosun noted that crew members particularly enjoyed a July 4 cookout aboard the *Tanabata*: "As the saying goes, a good time was had by all."

## Burial at Sea



The remains of Brother Roy Shortt were committed to the sea, in accordance with his wishes. On Oct. 8, 2001, the officers and crew of the *Atlantic* (USSM) gathered on the after mooring station for a prayer ceremony. Brother Edward Porter, chief steward, read Psalm 23 and Captain Lawrence T. Lyons concluded with a reading from St. John Chapter 3. Shortt, who sailed as an AB, died June 2, 2001. He was 64. In above photo are (from left) Bosun Marvin Zimbro, Chief Mate Bruce Badger, Steward Porter and Capt. Lyons.



Gathered in prayer are (from left) QMED Jim Doyle, Chief Cook Rudy Shields, AB Mark Bissonnette, 1st A/E Robbie Roche, ABs Dave Campbell and Carl Sands, Electrician John Cronan, AB Maamor Mia and 3rd Mate Erik Cox. In the back is 2nd A/E Joe Mastromarino. The photos were taken by Chief Engineer Peter VaVigne.



**SUMMARY ANNUAL REPORT  
FOR NMU PENSION PLAN AND ANNUITY PLAN  
401K PLAN**

This is a summary of the annual report for the NMU Pension Plan and Annuity Plan 401K Plan, EIN 13-6592643, Plan No. 002, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided through insurance and through a trust fund. Plan expenses were \$278,897. These expenses included \$278,897 in benefits paid to participants and beneficiaries. A total of 289 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$2,345,497 as of December 31, 2000, compared to \$2,083,592 as of January 1, 2000. During the plan year, the plan experienced an increase in its net assets of \$261,905. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$540,802 including employer contributions of \$591,411, \$10,421 in other contributions, and earnings from investments of \$(61,030).

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. financial information;
3. assets held for investment;
4. insurance information, including sales commissions paid by insurance carriers; and
5. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of William Dennis, who is Fund Administrator, Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31<sup>st</sup> Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$0.76 for the full annual report, or 4 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Pension and Welfare Plans, 360 West 31<sup>st</sup> Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

**SUMMARY ANNUAL REPORT  
FOR NMU PENSION TRUST OF THE NMU PENSION AND WELFARE PLAN**

This is a summary of the annual report for the NMU Pension Trust of the NMU Pension and Welfare Plan, EIN 13-6592643, Plan No. 001, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided through a trust fund. Plan expenses were \$38,336,830. These expenses included \$2,568,455 in administrative expenses and \$35,768,375 in benefits paid to participants and beneficiaries. A total of 11,210 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$388,800,076 as of December 31, 2000, compared to \$405,140,455 as of January 1, 2000. During the plan year, the plan experienced a decrease in its net assets of \$16,340,379. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$21,996,451 including employer contributions of \$1,082,250, realized gains of \$1,470,944 from the sale of assets, and earnings from investments of \$18,967,820.

**Minimum Funding Standards**

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5% of the plan assets;
5. insurance information, including sales commissions paid by insurance carriers;
6. information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and
7. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of William Dennis, who is Fund Administrator, Board of Trustees of NMU Pension and Welfare Plan, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$3.08 for the full annual report, or 4 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

**SUMMARY  
ANNUAL  
REPORTS  
FOR NMU**

**SUMMARY ANNUAL REPORT  
FOR NMU VACATION PLAN**

This is a summary of the annual report of the NMU Vacation Plan, EIN 13-6700828, Plan No. 501, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

The value of plan assets, after subtracting liabilities of the plan, was \$2,003,004 as of December 31, 2000, compared to \$1,589,602 as of January 1, 2000. During the plan year, the plan experienced an increase in its net assets of \$413,402. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$8,176,265 including employer contributions of \$7,997,269 and earnings from investments of \$178,996.

Plan expenses were \$7,762,863. These expenses included \$700,638 in administrative expenses and \$7,062,225 in benefits paid to participants and beneficiaries.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment; and
4. transactions in excess of 5 percent of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of William Dennis, who is Fund Administrator, Board of Trustees of the NMU Vacation Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$0.52 for the full annual report, or 4 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of the NMU Vacation Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

**SUMMARY ANNUAL REPORT  
FOR WELFARE FUND OF THE NMU PENSION AND WELFARE PLAN**

This is a summary of the annual report of the Welfare Fund of the NMU Pension and Welfare Plan, EIN 13-6700827, Plan No. 501, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, U.S. Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Insurance Information**

The plan has contracts with Connecticut General Life Insurance Company to pay Medical claims incurred under the terms of the plan. The total premiums paid for the plan year ending December 31, 2000 were \$587,234.

Because they are so called "experience-rated" contracts, the premium costs are affected by, among other things, the number and size of claims. Of the total insurance premiums paid for the plan year ending December 31, 2000, the premiums paid under such "experience-rated" contracts were \$576,247 and the total of all benefit claims paid under these experience-rated contracts during the plan year was \$391,104.

**Basic Financial Statement**

The value of plan assets, after subtracting liabilities of the plan, was \$24,391,989 as of December 31, 2000, compared to \$24,821,302 as of January 1, 2000. During the plan year, the plan experienced a decrease in its net assets of \$429,313. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$9,371,296 including employer contributions of \$7,355,462, realized losses of \$153,817 from the sale of assets, and earnings from investments of \$2,169,311 and other income of \$340.

Plan expenses were \$9,800,609. These expenses included \$1,427,585 in administrative expenses and \$8,373,024 in benefits paid to participants and beneficiaries.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. financial information and information on payments to service providers;
3. assets held for investment;
4. transactions in excess of 5 percent of the plan assets; and
5. insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of William Dennis, who is Fund Administrator, Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001; (212) 337-4900. The charge to cover copying costs will be \$1.52 for the full annual report, or 4 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31<sup>st</sup> Street, New York, NY 10001) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.





## Paul Hall Center Course Guide-2002

Offering the most U.S. Coast Guard-approved courses of any maritime school in the nation, the Paul Hall Center for Maritime Training and Education enters its 36<sup>th</sup> year in high gear.

Based in Piney Point, Md., the school is a hub of STCW training, featuring unsurpassed educational facilities and peaceful surroundings that facilitate learning. Among the school's most beneficial training tools are the bridge and engine simulators, the Joseph Sacco Fire Fighting and Safety School (located on a nearby satellite campus) and the culinary lab.

The Paul Hall Center offers everything from entry training to license preparation to academic support and more. Students at the southern Maryland school also may receive college credit recommendations for successfully completing certain sanctioned courses.

As vocational training for U.S. mariners seemingly becomes more important each year, the Paul Hall Center continues offering state-of-the-art schooling for Seafarers. An overview of the courses available at Piney Point (including the 38 Coast Guard-approved classes) is contained in this four-page section.

Students should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should check the latest issue of the Seafarers LOG for the most up-to-date class listings. Course descriptions and schedules also are available on the SIU's web site, located at [www.seafarers.org](http://www.seafarers.org).

The basic eligibility for SIU members who want to upgrade at Piney Point includes 120 days' seetime in the previous year, one day of sea time in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

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

## Steward Department Courses

### Unlicensed Apprentice Courses

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

### Galley Operations

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

### Certified Chief Cook

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

### Advanced Galley Operations

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

### Chief Steward

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



## Deck Department Courses

### Able Seaman

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

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

### ARPA - Automatic Radar Plotting Aids

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

**Students must have completed the Radar Observer course in order to enroll in this class.**

### Bridge Resource Management -Unlimited

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

Topics include situational awareness and air chain analysis, international regulations for the prevention of collisions at sea, voyage planning and record keeping, bridge procedures, navigational watchstanding, pilot bridge interaction, vessel emergencies and effective communications. There will be extensive time spent in the full mission bridge simulator.

**Course entry requirements are current radar certification and ARPA.**

### Celestial Navigation

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

### GMDSS

Applicants for this 70-hour course must hold a 200-ton or great license, or show a current U.S. Coast Guard approval letter indicating they are eligible to sit for a license greater than 200 tons. The class is designed to meet the requirements set forth in Table A-IV/2 or the

amended STCW convention. Topics include principles of the global marine distress and safety system communications, distress alerting and operational procedures for VHF DSC, INMARSAT-C, MF/HF, NAVTEX, EPIRB, SART and VHF (SCT). The course blends classroom instruction and practical exercises.

### Lifeboat/Water Survival

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

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

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. (This course is limited to 25 students maximum.)

### Radar Observer/Unlimited

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

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

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

### Specialty Trained Ordinary Seaman

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

### Third Mate

Upgraders in the third mate course will study all subject areas found on the U.S. Coast Guard license exam for third mate. The 14-week curriculum includes instruction in all areas of terrestrial and celestial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, watchkeeping, ship maneuvering, construction and stability.



# Engine Department Courses

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

## Fireman/Watertender and Oiler

This year, SHLSS offers a six-week FOWT test preparation course leading to the endorsement as fireman/watertender and oiler. Topics covered include the parts of a boiler, engine room equipment, engine room procedures, operating auxiliary equipment, watchstanding, starting and securing main engines, steam and water cycle, fuel oil and lube oil systems, diesel engines, refrigeration systems and auxiliary machinery.

The class prepares students for U.S. Coast Guard general safety, oiler and fireman/watertender tests.

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

## QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer and junior engineer.

The course of instruction prepares the student to test for the U.S. Coast Guard exams in each of these ratings and includes classroom and practical training.

### QMED Classification Steps

**4th Class QMED** — SHLSS/PHC QMED-Any Rating certificate or USCG QMED-Any Rating

**3rd Class QMED** — QMED-Any Rating successfully completing one mandatory and one or more elective courses

**2nd Class QMED** — QMED-Any Rating successfully completing two mandatory and two or more elective courses

**1st Class QMED** — QMED-Any Rating successfully completing all mandatory courses and three or more elective courses.

Mandatory courses are MEM I, Power Plant Maintenance and Diesel Technology.

No more than two engine department courses can be taken per stay at the school.

Any member with an engineer's license will be classified as a 4<sup>th</sup> Class QMED.

## Power Plant Maintenance

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

Course entry requirement is QMED-Any Rating.

## Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance

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

Course entry requirement is QMED-Any Rating.

## Marine Electrical Maintenance II

Aimed at providing the more advanced skills required of the shipboard electrician, this six-week course features hands-on training and classroom instruction and leads to certification in Marine Electrical Maintenance II.

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

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

Course entry requirement is Marine Electrical Maintenance I.

## Diesel Engine Technology

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

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

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

Course entry requirements are QMED-Any Rating or equivalent inland experience.

## Hydraulics

The curriculum in the four-week hydraulics course blends practical training with class-

room work. Fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors and a wide variety of other shipboard systems.

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

Course entry requirement is QMED-Any Rating.

## Basic Electronics

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

## Marine Electronics Tech I

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

Course entry requirement is Basic Electronics.

## Pumproom Maintenance

Leading to certification in pumproom maintenance and operations, this four-week class includes hands-on training and classroom work. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

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

In order to take this class, students must already have taken the Tanker Assistant DL (formerly Tanker Operation/Safety) course (described on next page) and be certified as a QMED-Any Rating or hold endorsement as a pumpman.

## Refrigeration System Maintenance & Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and

operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

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

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

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

## Refrigerated Containers

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

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

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

Course entry requirements are Marine Electrical Maintenance I and the basic Refrigeration System course.

## Welding

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

## Third Assistant Engineer

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

# Inland Department Courses

## Bridge Resource Management—Inland

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

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

Course entry requirement is current radar certification.

## Engine Room Familiarization

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

## Engine Room Operations & Maintenance

This course is designed for inland personnel with intermediate skills to

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

## Engine Room Troubleshooting & Casualty Control

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

## Tankerman (PIC) Barge

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

## Limited License/License Prep

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

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

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



# All Departments: Upgrading & Specialty Courses

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

## Government Vessels

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of the industry's needs, this three-week class is open to Seafarers sailing in any department.

The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

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

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

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

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

## Oil Spill Prevention and Containment

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

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

## Hazmat Recertification

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

## First Aid and CPR

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

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

## Basic Fire Fighting

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

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

## Advanced Fire Fighting

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

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

## Industrial Relations

While attending upgrading courses at the Lundeberg School, all SIU members attend industrial relations courses for one week.

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

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

## General Physical Fitness

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

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

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

## Tanker Familiarization/Assistant Cargo (DL)

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

## LNG Familiarization

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

(This course is limited to 25 students maximum.)

## STCW - Proficiency in Survival Craft

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

## STCW - Crowd Management

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

## STCW - Crisis Mgmt.

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

## STCW - Medical Care Provider

This 3-day, 21-hour course is designed for SIU members who are employed or may be employed on U.S.-flag ships. It meets STCW requirements.

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

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

## STCW Basic Safety

Two courses are offered, each of which is U.S. Coast Guard-approved. One is a five-day class for all personnel who began sailing after August 1, 1998. The other is a four-day class for all personnel who began sailing before August 1, 1998. Each class meets the five-year STCW Chapter VI basic safety requirements. Subjects include personal survival, fire prevention and fire fighting, first aid/CPR, and social responsibility and personal safety. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. (This class is limited to 25 students maximum.)

(This course does not replace the basic fire fighting or water survival training courses required for Coast Guard endorsement as lifeboatman.)

# Academic Department Courses

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

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

## General Education Program

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

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

## Adult Basic Education

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

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

## English as a Second Language

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

## Basic Vocational Support Program

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

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

## College Program

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



# Paul Hall Center Upgrading Course Schedule for 2002

The following is the course schedule for the first half of the new year—January through June 2002—at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date course schedule.

For additional information, contact the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010. Please note that students 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.

## Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 4	March 1
	April 1	April 26
	May 13	June 7
Automatic Radar Plotting Aids* <i>(*must have radar unlimited)</i>	January 20	January 26
	April 21	April 27
Bridge Resource Management (BRM) — Inland	February 11	February 15
	April 1	April 5
Bridge Resource Management (BRM) — Unlimited* <i>(*prerequisite required)</i>	March 4	March 8
	May 6	May 10
GMDSS ( <i>Simulator</i> )	February 4	February 15
	March 11	March 22
	April 15	April 26
	May 20	May 31
Lifeboatman/Water Survival	January 21	February 1
	February 18	March 1
	March 18	March 29
	April 15	April 26
	May 13	May 24
Limited License	May 6	June 28
Radar	January 21	January 30
	March 11	March 20
Specialty Trained OS	February 4	February 15
	March 4	March 15
	April 1	April 12
	April 29	May 20
	May 27	June 7
Third Mate* <i>(*prerequisite required)</i>	February 18	April 5

## Recertification

Bosun	April 8	May 3
	September 9	October 4
Steward	February 4	March 1
	July 8	August 2

## Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	February 4	March 15
	April 29	June 7
Marine Electrical Maintenance	January 7	February 15
Refrigeration System Maintenance & Operations	February 18	March 29
QMED - Any Rating	April 29	July 19
Welding	February 4	February 22
	March 4	March 22
	April 1	April 19
	May 6	May 24

## Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	January 21	February 1
	February 18	March 1
	March 18	March 28
Government Vessels	February 4	February 22
	March 4	March 22
	April 1	April 19
	April 29	May 17
	May 27	June 14
Tanker Familiarization/ Assistant Cargo (DL)* <i>(*must have basic fire fighting)</i>	February 18	March 1
	April 15	April 26
Basic Fire Fighting/STCW	January 7	January 11
	January 14	January 18
	January 21	January 25
	January 28	February 1
	February 4	February 8
	February 11	February 15
	February 18	February 22
	February 25	March 1
	March 4	March 8
	March 11	March 15
	March 18	March 22
	March 25	March 29
	April 1	April 5
April 8	April 12	
April 15	April 19	
April 22	April 26	
April 29	May 3	
May 6	May 10	
STCW Medical Care Provider	February 11	February 15
	April 1	April 5
	May 20	May 24

## Steward Upgrading Courses

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

## Academic Department Courses

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



Aerial view of the Paul Hall Center



# Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 2001

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				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	1	0	2	2	1	0	1	2	0
Baltimore	10	5	1	8	3	2	3	8	5	1
Guam	1	1	2	0	0	1	0	3	3	4
Honolulu	13	8	8	10	2	3	2	16	13	12
Houston	35	9	12	26	3	6	8	43	14	13
Jacksonville	25	27	6	25	20	4	15	54	33	9
Mobile	14	8	5	9	7	0	0	21	7	7
New Orleans	15	13	7	15	14	5	8	31	20	11
New York	24	10	13	12	12	5	9	47	18	22
Norfolk	15	14	7	15	15	4	2	24	18	13
Philadelphia	7	2	2	6	3	2	3	6	5	2
Piney Point	2	6	2	1	1	1	2	4	10	2
Puerto Rico	10	9	4	8	6	1	6	16	10	7
San Francisco	25	12	3	20	6	2	8	40	16	2
St. Louis	2	2	2	0	1	2	0	3	2	5
Tacoma	35	17	10	27	7	9	15	51	19	16
Wilmington	20	14	13	21	12	10	11	39	18	20
<b>Totals</b>	<b>254</b>	<b>158</b>	<b>97</b>	<b>205</b>	<b>114</b>	<b>58</b>	<b>92</b>	<b>407</b>	<b>213</b>	<b>146</b>
<b>ENGINE DEPARTMENT</b>										
Algonac	0	0	0	0	0	0	0	0	1	0
Baltimore	4	3	2	1	3	2	0	9	6	2
Guam	0	0	0	0	0	0	0	0	1	2
Honolulu	11	11	7	3	1	1	3	17	13	11
Houston	21	10	6	12	4	5	4	31	14	10
Jacksonville	18	13	7	13	12	4	9	35	21	12
Mobile	8	6	1	4	2	0	1	12	9	1
New Orleans	7	9	2	9	6	1	5	10	16	5
New York	13	13	5	7	6	3	2	25	19	8
Norfolk	6	13	1	5	6	0	3	11	14	2
Philadelphia	1	2	0	1	3	0	2	2	6	0
Piney Point	5	3	2	4	2	2	0	4	8	1
Puerto Rico	5	2	1	3	3	0	3	9	2	2
San Francisco	9	4	1	4	9	3	1	10	10	2
St. Louis	2	1	2	2	0	0	0	3	2	2
Tacoma	12	11	4	11	12	4	11	12	14	8
Wilmington	14	5	3	6	7	3	5	17	9	5
<b>Totals</b>	<b>136</b>	<b>106</b>	<b>44</b>	<b>85</b>	<b>76</b>	<b>28</b>	<b>49</b>	<b>207</b>	<b>165</b>	<b>73</b>
<b>STEWARD DEPARTMENT</b>										
Algonac	1	0	0	1	0	0	0	0	0	0
Baltimore	1	0	0	2	0	0	0	1	0	1
Guam	0	0	0	0	0	0	0	0	1	0
Honolulu	8	3	34	10	3	1	4	16	6	49
Houston	14	4	2	14	3	1	3	20	4	1
Jacksonville	19	4	4	18	1	0	7	33	11	5
Mobile	7	4	1	6	2	0	0	10	5	4
New Orleans	12	4	3	5	5	0	4	12	9	3
New York	13	5	1	7	3	0	4	28	10	6
Norfolk	14	9	2	8	2	2	2	13	16	2
Philadelphia	1	0	1	2	0	0	0	5	2	1
Piney Point	6	7	2	3	0	0	1	7	8	3
Puerto Rico	2	0	1	3	1	0	1	1	0	1
San Francisco	18	2	1	17	3	2	4	33	7	1
St. Louis	1	1	0	0	1	0	0	1	0	0
Tacoma	13	1	4	13	0	1	9	30	4	4
Wilmington	23	3	2	20	3	1	9	35	7	2
<b>Totals</b>	<b>153</b>	<b>47</b>	<b>58</b>	<b>129</b>	<b>27</b>	<b>8</b>	<b>48</b>	<b>245</b>	<b>90</b>	<b>83</b>
<b>ENTRY DEPARTMENT</b>										
Algonac	0	3	1	0	3	0	0	0	1	1
Baltimore	0	1	2	1	3	3	0	0	2	3
Guam	0	3	8	0	2	1	0	0	2	13
Honolulu	12	50	251	2	4	3	0	17	78	363
Houston	4	8	21	4	9	12	0	3	18	31
Jacksonville	3	11	20	1	6	6	0	4	27	32
Mobile	1	8	0	0	4	3	0	2	13	1
New Orleans	5	9	10	3	3	6	0	6	14	18
New York	3	28	31	3	18	10	0	8	49	63
Norfolk	1	10	13	0	2	3	0	1	20	29
Philadelphia	0	1	2	1	0	1	0	0	3	1
Piney Point	1	20	11	1	18	12	0	2	18	9
Puerto Rico	1	3	5	0	1	0	0	6	8	11
San Francisco	8	11	19	2	8	7	0	14	21	22
St. Louis	0	1	1	0	0	0	0	0	4	1
Tacoma	9	16	28	3	12	8	0	12	33	44
Wilmington	7	9	19	4	4	6	0	12	22	31
<b>Totals</b>	<b>55</b>	<b>192</b>	<b>442</b>	<b>25</b>	<b>97</b>	<b>81</b>	<b>0</b>	<b>87</b>	<b>333</b>	<b>673</b>
<b>Totals All Departments</b>	<b>598</b>	<b>503</b>	<b>641</b>	<b>444</b>	<b>314</b>	<b>175</b>	<b>189</b>	<b>946</b>	<b>801</b>	<b>975</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.

## January & February 2002 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: January 7, February 4
Algonac	Friday: January 11, February 8
Baltimore	Thursday: January 10, February 7
Boston	Friday: January 11, February 8
Duluth	Wednesday: January 16, February 13
Honolulu	Friday: January 18, February 15
Houston	Monday: January 14, February 11
Jacksonville	Thursday: January 10, February 7
Jersey City	Wednesday: January 23, February 20
Mobile	Wednesday: January 16, February 13
New Bedford	Tuesday: January 22, February 19
New Orleans	Tuesday: January 15, February 12
New York	Tuesday: January 8, February 5
Norfolk	Thursday: January 10, February 7
Philadelphia	Wednesday: January 9, February 6
Port Everglades	Thursday: January 17, February 14
San Francisco	Thursday: January 17, February 14
San Juan	Thursday: January 10, February 7
St. Louis	Friday: January 18, February 15
Savannah	Friday: January 11, February 8
Tacoma	Friday: January 25, February 22
Wilmington	Tuesday: January 22*, February 19*

\* (Changes created due to Martin Luther King Jr.'s birthday and Presidents' Day)

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

### Personal

#### CALLING FORMER SHIPMATES

Retiree **Al Padu**, who last month celebrated his 90<sup>th</sup> birthday, would like to hear from old shipmates. He may be reached at (301) 994-0010. Brother Padu retired in 1975. He joined the SIU right after the attack on Pearl Harbor, and sailed as a bosun and carpenter.

### SEAFARERS:



**CONTRIBUTE TO THE  
SEAFARERS  
POLITICAL  
ACTION  
DONATION**



## Seafarers International Union Directory

Michael Sacco, *President*

John Fay, *Executive Vice President*

David Heindel, *Secretary-Treasurer*

Augustin Tellez, *Vice President Contracts*

Tom Orzechowski, *Vice President Lakes and Inland Waters*

Dean Corgey, *Vice President Gulf Coast*

Nicholas J. Marrone, *Vice President West Coast*

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

705 Medical Arts Building, 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 Kalibi St., Honolulu, HI 96819  
(808) 845-5222

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

### NEW YORK

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

### NORFOLK

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

### PHILADELPHIA

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

### PINEY POINT

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

### PORT EVERGLADES

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

### SAN FRANCISCO

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

Government Services Division: (415) 861-3400

### SANTURCE

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

### ST. LOUIS

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

### SAVANNAH

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

### TACOMA

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

### WILMINGTON

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

# NMU Monthly Shipping & Registration Report

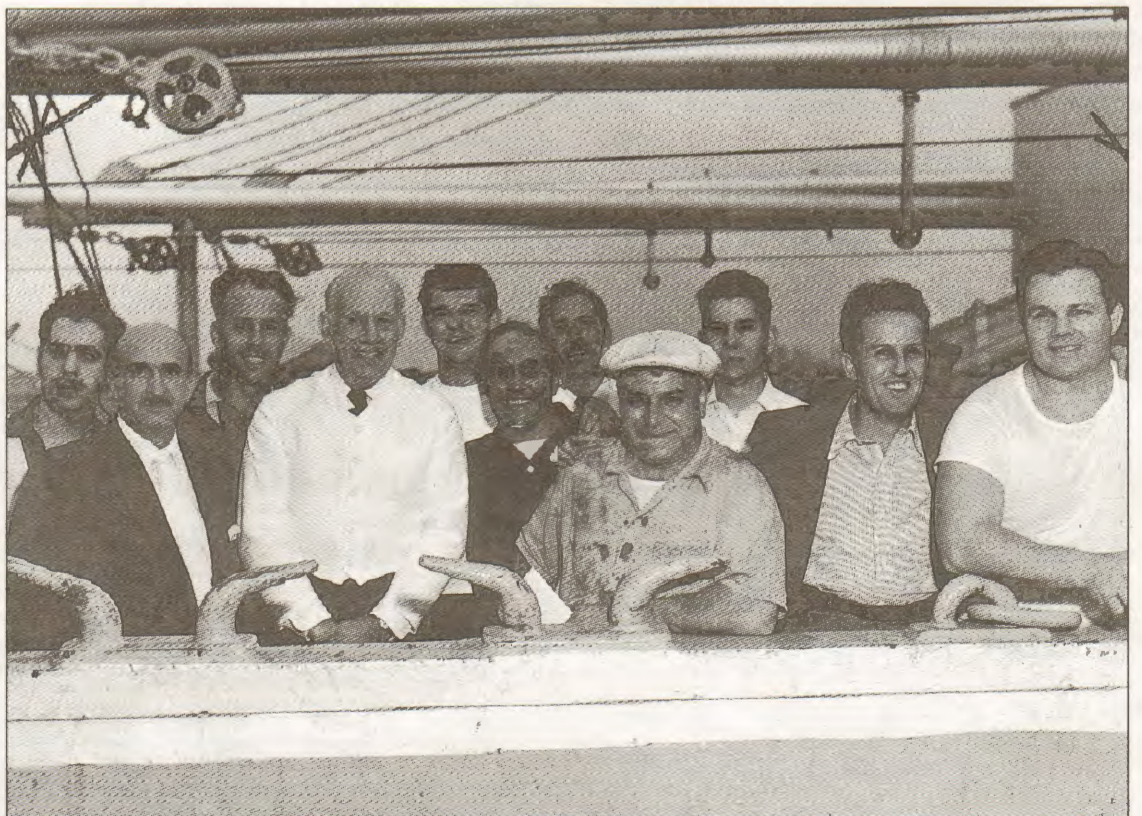
OCTOBER 2001

Port	TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	REGISTERED ON BEACH		
	Group I	Group II	Group III	Group I	Group II	Group III		Group I	Group II	Group III
<b>DECK DEPARTMENT</b>										
Boston	4	0	0	0	1	0	6	0	0	0
Houston	14	2	5	4	0	0	25	31	3	3
Harvey, LA	13	1	0	5	0	1	10	16	2	0
New York	16	0	0	7	0	0	15	50	7	4
Norfolk	9	0	0	8	0	0	0	3	0	0
San Pedro	16	0	0	14	0	0	15	6	11	1
Savannah	6	2	0	9	0	0	1	12	3	0
Tacoma	5	3	0	0	0	0	16	7	3	0
<b>Totals</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>47</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>125</b>	<b>29</b>	<b>8</b>
<b>ENGINE DEPARTMENT</b>										
Boston	0	0	0	0	0	0	0	0	0	0
Houston	7	0	0	6	0	0	7	10	4	3
Harvey, LA	1	1	0	1	0	0	3	3	2	0
New York	6	2	0	9	0	0	3	23	5	2
Norfolk	1	0	0	0	0	0	0	1	0	0
San Pedro	0	0	0	7	0	0	3	19	30	9
Savannah	4	2	1	3	0	1	5	5	4	0
Tacoma	7	0	0	1	0	0	9	13	0	0
<b>Totals</b>	<b>26</b>	<b>5</b>	<b>1</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>74</b>	<b>45</b>	<b>14</b>
<b>STEWARD DEPARTMENT</b>										
Boston	0	0	0	1	0	0	1	0	0	0
Houston	1	0	1	1	0	0	7	7	0	0
Harvey, LA	1	1	0	2	0	0	2	1	3	0
New York	1	0	0	4	0	0	4	11	3	1
Norfolk	3	0	0	5	0	0	0	2	0	0
San Pedro	2	0	1	7	0	0	2	7	1	14
Savannah	4	0	0	1	0	0	2	5	1	0
Tacoma	1	1	0	0	0	0	2	1	1	0
<b>Totals</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>34</b>	<b>9</b>	<b>15</b>
<b>ENTRY DEPARTMENT</b>										
Boston	1	0	3	0	0	0	2	0	0	0
Houston	3	1	4	1	0	0	11	8	17	7
Harvey, LA	4	4	1	0	0	0	3	8	4	2
New York	5	8	2	0	3	0	9	20	24	20
Norfolk	0	0	0	0	0	0	0	0	0	0
San Pedro	10	2	1	13	0	0	3	18	27	17
Savannah	0	3	0	0	0	0	3	1	4	4
Tacoma	0	4	3	0	0	0	5	0	39	3
<b>Totals</b>	<b>23</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>115</b>	<b>53</b>
<b>Totals All Departments</b>	<b>145</b>	<b>37</b>	<b>22</b>	<b>109</b>	<b>4</b>	<b>2</b>	<b>174</b>	<b>288</b>	<b>198</b>	<b>90</b>

## PIC-FROM-THE-PAST

This photo, originally printed in the March 30, 1956 issue of the *Seafarers LOG*, was taken aboard the SS *Del Norte* as it crewed up in New Orleans heading for another trip to South America. The men lining the rail are (from left) Frank Fraone, Feliks Jarocinski, Dominic Sansone, James J. McClarence, John Blaylock, Louis Giacona, John Benedict, Wallace LaNasa, Bob Brown, Milton Mailho and Harold Crane.

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

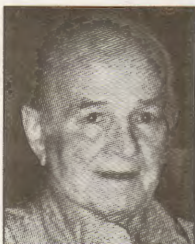




# Final Departures

## DEEP SEA

### EDWARD BLANTON



Pensioner Edward Blanton, 77, died Sept. 25. Brother Blanton started his SIU career in 1946 in the port of Baltimore. Born in Virginia, he first sailed aboard an Isco Inc. vessel. A member of the steward department, Brother Blanton last went to sea on Crowley American Transport's *Senator*. He started receiving his retirement income in 1989. Baltimore was his home.

### FRANK CANNELLA



Pensioner Frank Cannella, 89, passed away Aug. 31. He began his career with the Seafarers in 1951, joining in Tampa, Fla. Brother

Cannella served in the U.S. Army from 1943 to 1945. The Pennsylvania native worked as a member of the steward department. He shipped primarily aboard Delta Steamship Co. vessels and made many voyages on the *Del Norte*. Brother Cannella began receiving his retirement compensation in 1968. He made his home in San Antonio.

### JOHN COATES

Brother John Coates, 61, died Aug. 5. He started his SIU career in 1963 in the port of New York. Brother Coates first went to sea aboard the *Steel Record*, operated by Isco Inc. The New York native worked in the engine department. His final voyage was on Westchester Marine Corp.'s *ITB Groton*. Brother Coates was a resident of Machipongo, Va.

### ROBERT DAVIS



Brother Robert Davis, 58, passed away Aug. 12. The Alabama native began his career with the Seafarers in 1968 in the port of New York.

Brother Davis served in the U.S. Army from 1962 to 1964. He first sailed on the *Overseas Horace*, operated by Overseas Carriers, Inc. Brother Davis worked in both the engine and deck departments during his career. Brother Davis lived in Brooklyn, N.Y.

### EDWARD DePARLIER



Pensioner Edward DeParlier, 76, died Sept. 16. Brother DeParlier started his SIU career in 1948, joining in the port of Norfolk,

Va. Born in North Carolina, he first sailed aboard the *Fort Bridge*, operated by T. J. Stevenson. The deck department member last sailed on Waterman Steamship Corp.'s *Green Valley*. He also served in the U.S. Air Force from 1954 to 1958. Brother DeParlier started receiving his retirement income in 1989. He resided in Mobile, Ala.

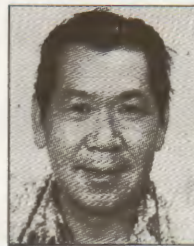
### SALVATORE DIMAGGIO

Pensioner Salvatore DiMaggio, 75, passed away Aug. 8. He began his SIU career in 1951 in the port of New York. Brother DiMaggio served in the U.S. Navy from 1942 to 1946.



The New York native's initial voyage was on the *Cantigny*, operated by InterOcean Management Corp. Brother DiMaggio shipped in the deck department, most recently aboard a Michigan Tankers' vessel. He started receiving compensation for his retirement in 1975. Brother DiMaggio lived in Scranton, Pa.

### CHONG JAR



Pensioner Chong Jar, 82, died Aug. 8. Brother Jar began his SIU career in 1949 in Tampa, Fla. He first sailed on the *Steel Architect*, operated by Isco Inc. The steward department member was born in China. He last sailed on the *Sea-Land Defender*. Brother Jar started drawing his pension in 1984. He was a resident of Oakland, Calif.

### JAMES KITSON



Pensioner James Kitson, 69, passed away Sept. 6. The Colorado native joined the Seafarers in 1978 in the port of San Francisco. Brother Kitson

first went to sea aboard Delta Steamship Lines' *Santa Mercedes*. He worked in the steward department and last sailed on the *Sea-Land Liberator*. Brother Kitson served in the U.S. Army from 1951 to 1953. Born in Colorado, he started receiving his pension in 1995. Brother Kitson made his home in Los Osos, Calif.

### VINCENT KUHL



Pensioner Vincent Kuhl, 73, passed away Oct. 14. He joined the Seafarers in 1946 in the port of Norfolk, Va. Brother Kuhl shipped in both

the deep sea and inland divisions. He first sailed aboard a Waterman Steamship Corp. vessel. Born in Norfolk, he worked in the deck department. His final voyage was on the *Falcon Princess*, operated by Seahawk Management. Brother Kuhl began receiving his retirement compensation in 1985. He made his home in Chesapeake, Va.

### KANJI MAEDA

Pensioner Kanji Maeda, 82, died Aug. 24. Brother Maeda started his career with the Marine Cooks & Stewards (MC&S) in San Francisco. The steward department member began receiving compensation for his retirement in 1971. Brother Maeda was a resident of Portland, Ore.

### QUONG MAR

Pensioner Quong Mar, 91, passed away Aug. 18. Brother Mar began his career with the MC&S in San Francisco. A member of the steward department, Brother Mar began receiving pension in 1973. He made his home in San Francisco.

### OSIRIS MARTINEZ

Pensioner Osiris Martinez, 75, died Oct. 1. Brother Martinez started his SIU career in 1959, joining in the port of New York. He served in the U.S. Army from 1950 to 1952.



Brother Martinez's initial voyage was aboard the *Fairland*, operated by Sea-Land Service. Born in Catano, P.R., he shipped as a member of

the steward department. Brother Martinez last worked on the *Sea-Land Long Beach*. He began receiving his retirement stipend in 1988. Brother Martinez resided in his native commonwealth.

### ALVIN OLANDER



Pensioner Alvin Olander, 75, passed away Sept. 18. He started his career with the Seafarers in 1947 in the port of New York. Born in Maine,

he first sailed on the *Strathcape*, operated by Stockard Steamship Corp. The deck department member last went to sea on the *Cape Florida*. Brother Olander started receiving his pension in 1991. He made his home in Vesuvius, Va.

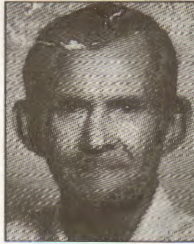
### JAMES PRICE



Pensioner James Price, 70, died Sept. 21. He started his SIU career in 1972 in the port of San Francisco. Brother Price served in the U.S. Air

Force from 1951 to 1955. Born in Texas, he shipped in the steward department. His initial sea voyage was aboard a States Steamship Co. vessel. Brother Price last sailed on the *Kainalu*, operated by Matson Navigation. He started collecting his retirement in 1993. Los Angeles was his home.

### GENARO RUIZ



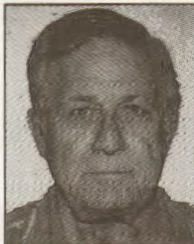
Pensioner Genaro Ruiz, 75, passed away May 25. He started his career with the Seafarers in 1948 in the port of Baltimore. Brother Ruiz

temporarily left the SIU to serve in the U.S. Army from 1952 to 1954. Born in Puerto Rico, he initially went to sea aboard a Waterman Steamship Corp. vessel. The deck department member last worked aboard the *Sea-Land Long Beach*. Brother Ruiz began receiving compensation for his retirement in 1991. He lived in his native commonwealth in the city of Bayamon.

### CLORINDA STEPHENS

Pensioner Clorinda Stephens, 78, died June 30. Sister Stephens started her career with the MC&S in San Francisco. The steward department member started collecting her retirement benefits in 1977. Sister Stephens was a resident of Las Vegas.

### WILLIAM TODD



Pensioner William Todd, 70, passed away Sept. 15. He began his SIU career in 1955 in the port of New York. Born in Greenville, Texas, he first

went to sea aboard a Seatrains Lines, Inc. vessel. The steward department member last sailed on the *Seabulk Marketer*, operated by OMI. Brother

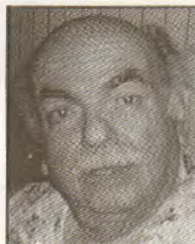
Todd started drawing pension payments in 1986. He made his home in Port Richey, Fla.

### HARVEY WILLIAMS



Pensioner Harvey Williams, 75, died Sept. 26. Brother Williams started his career with the Seafarers in 1968 in the port of San Francisco. He served in the U.S. Navy from 1951 to 1954. Brother Williams first sailed on Delta Steamship Lines' *Santa Maria*. The Texas native shipped in the steward department. He last went to sea on the *Del Oro*, another Delta Steamship vessel. Brother Williams began receiving compensation for his retirement in 1980. Fresno, Calif. was his home.

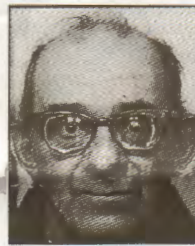
### STANLEY YUNICK



Pensioner Stanley Yunick, 76, passed away Sept. 27. Brother Yunick started his career with the MC&S in San Francisco. The steward department member began receiving his pension in 1969. He lived in Carson, Calif.

## GREAT LAKES

### EDWARD KORENICH



Pensioner Edward Korenich, 87, died Sept. 13. Brother Korenich started his SIU career in 1968 in Detroit. His initial voyage was aboard Redland Steamship Co.'s *Redland*. Born in Idaho, Brother Korenich shipped as a member of the deck department. He last sailed on American Steamship Co.'s *Nicolet*. Brother Korenich started receiving his retirement pay in 1979. He called Germfask, Mich. home.

## INLAND

### ANGEL CLEMENTE

Boatman Angel Clemente, 47, passed away Aug. 7. Born in Puerto Rico, he started his career with the SIU in 1979, joining in San Juan. The deck department member worked primarily aboard vessels operated by Crowley Towing & Transportation Co. Boatman Clemente resided in Catano, P.R.

### THOMAS DUNTON



Pensioner Thomas Dunton, 78, died Sept. 15. Boatman Dunton began his career with the SIU in 1965 in the port of Philadelphia. Born in

Norfolk, Va., he served in the U.S. Navy from 1942 to 1946. Boatman Dunton first sailed aboard a vessel operated by Hays Tug & Launch Service. The deck department member last worked on an Interstate Oil Transportation Co. vessel. Boatman Dunton started receiving his retirement stipend in 1988. Linthicum, Md., was his home.

### NORMAN ELBERSON

Pensioner Norman Elbersen, 73, passed away Oct. 7. A native of Pennsylvania, he began his career with the Seafarers in 1972 in the port of Philadelphia. Boatman Elbersen served in the U.S. Army from 1950 to 1952. A member of the



deck department, Boatman Elbersen last worked on a vessel operated by Interstate Oil Transportation Co. He started receiving compensation for

his retirement in 1990. Boatman Elbersen made his home in Zephyrhills, Fla.

### DONALD HAMBY

Boatman Donald Hamby, 23, died Aug. 3. Born in Texas, he started his career with the SIU in 2000. Boatman Hamby shipped as a member of the deck department. He worked primarily aboard G&H Towing Co. vessels. Boatman Hamby called Pasadena, Texas home.

### JOHN HOWLAND



Pensioner John Howland, 71 passed away Oct. 6. Boatman Howland started his career with the Seafarers in 1957, joining in the port of

Baltimore. He served in the U.S. Army from 1953 to 1955. Born in Massachusetts, he worked primarily aboard Moran Towing of Maryland, Inc. vessels. A member of the deck department, he started receiving compensation for his retirement in 1989. Boatman Howland resided in Baltimore.

### SANDY LAWRENCE JR.



Pensioner Sandy Lawrence Jr., 78, died Sept. 28. Brother Lawrence started his SIU career in 1960, joining in the port of Norfolk,

Va. He served in the U.S. Navy from 1940 to 1943. The Venton, Va. native shipped as a member of the deck department and worked in both the inland and deep sea divisions. Boatman Lawrence's initial voyage was aboard Emerson Steam Co.'s *Catherine*. He last worked aboard a vessel operated by McAllister Towing Co. of Virginia. Brother Lawrence began receiving his pension in 1985. He lived in Virginia Beach, Va.

### DANIEL LEE

Boatman Daniel Lee, 54, passed away Aug. 4. He joined the Seafarers in 1997 in the port of Jacksonville, Fla. Boatman Lee's initial SIU voyage was aboard a Crowley Towing & Transportation Co. vessel. A master, the Massachusetts native shipped in the deck department. His final voyage was on the *Sugar Island*, operated by North American Trailing Co. Boatman Lee called St. Augustine, Fla. home.

## ATLANTIC FISHERMAN

### GAETANO FRONTIERO



Pensioner Gaetano Frontiero, 86, died Sept. 26. Brother Frontiero started his career with the Atlantic

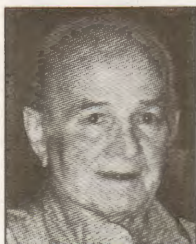
Fishermen's Union in 1967 in Gloucester, Mass., before it merged with the AGLIWD. Born in Massachusetts, he worked in the deck department. He lived in his native Gloucester, Mass. and began receiving his pension in 1980.



# Final Departures

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### FRANK CANNELLA



Pensioner Frank Cannella, 89, passed away Aug. 31. He began his career with the Seafarers in 1951, joining in Tampa, Fla. Brother

Cannella served in the U.S. Army from 1943 to 1945. The Pennsylvania native worked as a member of the steward department. He shipped primarily aboard Delta Steamship Co. vessels and made many voyages on the *Del Norte*. Brother Cannella began receiving his retirement compensation in 1968. He made his home in San Antonio.

### JOHN COATES

Brother John Coates, 61, died Aug. 5. He started his SIU career in 1963 in the port of New York. Brother Coates first went to sea aboard the *Steel Record*, operated by Isco Inc. The New York native worked in the engine department. His final voyage was on Westchester Marine Corp.'s *ITB Groton*. Brother Coates was a resident of Machipongo, Va.

### ROBERT DAVIS



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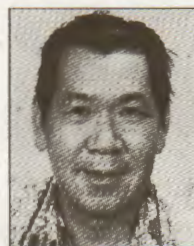
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The New York native's initial voyage was on the *Cantigny*, operated by Interocean Management Corp. Brother DiMaggio shipped in the deck department, most recently aboard a Michigan Tankers' vessel. He started receiving compensation for his retirement in 1975. Brother DiMaggio lived in Scranton, Pa.

### CHONG JAR



Pensioner Chong Jar, 82, died Aug. 8. Brother Jar began his SIU career in 1949 in Tampa, Fla. He first sailed on the *Steel Architect*, operated by Isco Inc. The steward department member was born in China. He last sailed on the *Sea-Land Defender*. Brother Jar started drawing his pension in 1984. He was a resident of Oakland, Calif.

### JAMES KITSON



Pensioner James Kitson, 69, passed away Sept. 6. The Colorado native joined the Seafarers in 1978 in the port of San Francisco. Brother Kitson

first went to sea aboard Delta Steamship Lines' *Santa Mercedes*. He worked in the steward department and last sailed on the *Sea-Land Liberator*. Brother Kitson served in the U.S. Army from 1951 to 1953. Born in Colorado, he started receiving his pension in 1995. Brother Kitson made his home in Los Osos, Calif.

### VINCENT KUHL



Pensioner Vincent Kuhl, 73, passed away Oct. 14. He joined the Seafarers in 1946 in the port of Norfolk, Va. Brother Kuhl

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Brother Martinez's initial voyage was aboard the *Fairland*, operated by Sea-Land Service. Born in Catano, P.R., he shipped as a member of

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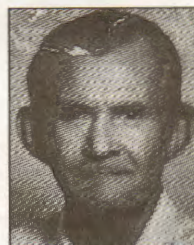
### JAMES PRICE



Pensioner James Price, 70, died Sept. 21. He started his SIU career in 1972 in the port of San Francisco. Brother Price served in the U.S. Air

Force from 1951 to 1955. Born in Texas, he shipped in the steward department. His initial sea voyage was aboard a States Steamship Co. vessel. Brother Price last sailed on the *Kainalu*, operated by Matson Navigation. He started collecting his retirement in 1993. Los Angeles was his home.

### GENARO RUIZ



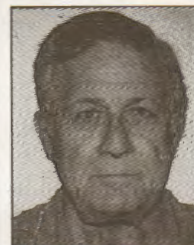
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### CLORINDA STEPHENS

Pensioner Clorinda Stephens, 78, died June 30. Sister Stephens started her career with the MC&S in San Francisco. The steward department member started collecting her retirement benefits in 1977. Sister Stephens was a resident of Las Vegas.

### WILLIAM TODD



Pensioner William Todd, 70, passed away Sept. 15. He began his SIU career in 1955 in the port of New York. Born in Greenville, Texas, he first

went to sea aboard a Scatrain Lines, Inc. vessel. The steward department member last sailed on the *Seabulk Marketer*, operated by OMI. Brother

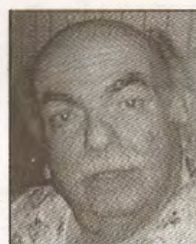
Todd started drawing pension payments in 1986. He made his home in Port Richey, Fla.

### HARVEY WILLIAMS



Pensioner Harvey Williams, 75, died Sept. 26. Brother Williams started his career with the Seafarers in 1968 in the port of San Francisco. He served in the U.S. Navy from 1951 to 1954. Brother Williams first sailed on Delta Steamship Lines' *Santa Maria*. The Texas native shipped in the steward department. He last went to sea on the *Del Oro*, another Delta Steamship vessel. Brother Williams began receiving compensation for his retirement in 1980. Fresno, Calif. was his home.

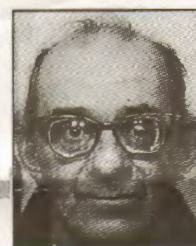
### STANLEY YUNICK



Pensioner Stanley Yunick, 76, passed away Sept. 27. Brother Yunick started his career with the MC&S in San Francisco. The steward department member began receiving his pension in 1969. He lived in Carson, Calif.

## GREAT LAKES

### EDWARD KORENICH



Pensioner Edward Korenich, 87, died Sept. 13. Brother Korenich started his SIU career in 1968 in Detroit. His initial voyage was aboard Redland Steamship Co.'s *Redland*. Born in Idaho, Brother Korenich shipped as a member of the deck department. He last sailed on American Steamship Co.'s *Nicolet*. Brother Korenich started receiving his retirement pay in 1979. He called Germfask, Mich. home.

## INLAND

### ANGEL CLEMENTE

Boatman Angel Clemente, 47, passed away Aug. 7. Born in Puerto Rico, he started his career with the SIU in 1979, joining in San Juan. The deck department member worked primarily aboard vessels operated by Crowley Towing & Transportation Co. Boatman Clemente resided in Catano, P.R.

### THOMAS DUNTON



Pensioner Thomas Dunton, 78, died Sept. 15. Boatman Dunton began his career with the SIU in 1965 in the port of Philadelphia. Born in

Norfolk, Va., he served in the U.S. Navy from 1942 to 1946. Boatman Dunton first sailed aboard a vessel operated by Hays Tug & Launch Service. The deck department member last worked on an Interstate Oil Transportation Co. vessel. Boatman Dunton started receiving his retirement stipend in 1988. Linthicum, Md., was his home.

### NORMAN ELBERSON

Pensioner Norman Elbersen, 73, passed away Oct. 7. A native of Pennsylvania, he began his career with the Seafarers in 1972 in the port of Philadelphia. Boatman Elbersen served in the U.S. Army from 1950 to 1952. A member of the



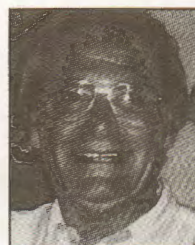
deck department, Boatman Elbersen last worked on a vessel operated by Interstate Oil Transportation Co. He started receiving compensation for

his retirement in 1990. Boatman Elbersen made his home in Zephyrhills, Fla.

### DONALD HAMBY

Boatman Donald Hamby, 23, died Aug. 3. Born in Texas, he started his career with the SIU in 2000. Boatman Hamby shipped as a member of the deck department. He worked primarily aboard G&H Towing Co. vessels. Boatman Hamby called Pasadena, Texas home.

### JOHN HOWLAND



Pensioner John Howland, 71, passed away Oct. 6. Boatman Howland started his career with the Seafarers in 1957, joining in the port of

Baltimore. He served in the U.S. Army from 1953 to 1955. Born in Massachusetts, he worked primarily aboard Moran Towing of Maryland, Inc. vessels. A member of the deck department, he started receiving compensation for his retirement in 1989. Boatman Howland resided in Baltimore.

### SANDY LAWRENCE JR.



Pensioner Sandy Lawrence Jr., 78, died Sept. 28. Brother Lawrence started his SIU career in 1960, joining in the port of Norfolk,

Va. He served in the U.S. Navy from 1940 to 1943. The Venton, Va. native shipped as a member of the deck department and worked in both the inland and deep sea divisions. Boatman Lawrence's initial voyage was aboard Emerson Steam Co.'s *Catherine*. He last worked aboard a vessel operated by McAllister Towing Co. of Virginia. Brother Lawrence began receiving his pension in 1985. He lived in Virginia Beach, Va.

### DANIEL LEE

Boatman Daniel Lee, 54, passed away Aug. 4. He joined the Seafarers in 1997 in the port of Jacksonville, Fla. Boatman Lee's initial SIU voyage was aboard a Crowley Towing & Transportation Co. vessel. A master, the Massachusetts native shipped in the deck department. His final voyage was on the *Sugar Island*, operated by North American Trailing Co. Boatman Lee called St. Augustine, Fla. home.

## ATLANTIC FISHERMAN

### GAETANO FRONTIERO



Pensioner Gaetano Frontiero, 86, died Sept. 26. Brother Frontiero started his career with the Atlantic

Fishermen's Union in 1967 in Gloucester, Mass., before it merged with the AGLIWD. Born in Massachusetts, he worked in the deck department. He lived in his native Gloucester, Mass. and began receiving his pension in 1980.



# 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.

**CRUSADER** (CSX Lines), Aug. 5—Chairman **Joseph V. Melé**, Secretary **Pedro J. Laboy**, Educational Director **Gregory S. Brandani**, Engine Delegate **Norman Barbosa**. Chairman announced payoff Aug. 11 in Tacoma, Wash. All in all, a good trip with good crew reported. Educational director stressed importance of upgrading skills at Paul Hall Center in Piney Point, Md., especially to fulfill STCW training requirements. Treasurer stated \$150 in ship's fund, to be used to improve cable TV reception. No beefs or disputed OT reported. Recommendation made to increase vacation days and improve pension plan. Vote of thanks given to steward department.

**DEFENDER** (U.S. Ship Management Co.), Aug. 19—Chairman **Kissinfor N. Taylor**, Secretary **Richard E. Casuga**, Educational Director **Hardin C. Chancey**, Deck Delegate **Frank P. Cammuso**, Engine Delegate **James B. Long**, Steward Delegate **Ernest Polk**. Chairman reminded crew members about necessity of obtaining required STCW courses by Feb. 1, 2002 and urged them to read president's report in latest LOG. Secretary told crew to ask him for any condiments or other items they don't see in mess room. He also thanked members for helping keep common areas clean. Educational director led discussion of SIU constitution and suggested everyone read it and keep copy so as to know their rights. Clarification requested by deck department on rest periods. Some disputed OT reported by engine delegate. Vote to be taken on using ship's fund money to purchase DVD player for crew lounge. Ship heading to Long Beach, Calif. after stops in China and South Korea.

**1st LT. HARRY L. MARTIN** (Osprey Ship Management), Aug. 3—Chairman **John A. Mendez**, Secretary **Stanley J. Krystosiak**, Deck Delegate **Robert S. Vazquez**, Engine Delegate **Eli Young**, Steward Delegate **Isaac Newsome**. Chairman and educational director encouraged crew members to get STCW training at Piney Point. No beefs or disputed OT reported at meeting, which was held while vessel was in Sardinia, Italy. Clarification requested on sanitary room inspection. In addition to thanking steward department for great job, chairman and crew conveyed thanks to President Michael Sacco and everyone at headquarters for job well done. "Shipping is great, and we have been gaining on the contracts."

**1st LT. JACK LUMMUS** (Amsea), Aug. 26—Chairman **Richard D. Hilbert**, Secretary **Janice Barrett**, Engine Delegate **George C. Cruza Jr.** Chairman talked about SIU-NMU merger and requested information from union about any new requirements or courses needed to continue shipping. Educational director commented on STCW training classes available at Paul Hall Center. No beefs or disputed OT reported. Crew members expressed desire for ship's party before crew change in Guam. Everyone

reminded of proper dress for dining in crew mess: no tank top shirts, no hats or headgear, no sandals without socks. Special mention made of recent death of shipmate **Mark Stevenson**. "We will miss our departed brother."

**MAJ. BERNARD F. FISHER** (Sealift Inc.), Aug. 28—Chairman **Sean M. Ryan**, Secretary **Efrain Scott**, Engine Delegate **Thomas K. Curtis**, Steward Delegate **Elizer R. Saintvil**. Chairman reported on letter received from VP Contracts **Augie Tellez** regarding working on weekends and holidays. Educational director advised members to make sure STCW training requirements are up to date; courses available at Piney Point. He also suggested that steward department take necessary STCW basic safety training courses even though not required. No beefs or disputed OT reported. Discussion held about new standard contract. Clarification requested on bonus for sailing aboard ammo ships and payment for extra meals served. Vessel currently stationed in Diego Garcia.

**SPIRIT** (CSX Lines), Aug. 20—Chairman **Howard W. Gibbs**, Secretary **William E. Bryley**, Educational Director **Roger M. Wasserman**, Deck Delegate **André J. Bernard**, Engine Delegate **Rey D. Farinas**, Steward Delegate **Blaine Amundson**. Chairman noted payoff Sept. 2 on arrival in Tacoma, Wash. He read president's report in LOG and talked about gains in new contract, which pleased crew members. Educational director reminded everyone that February is just around corner. That is when STCW training requirements go into effect. Anyone who has not yet complied should do so now. "Without STCW you don't ship out." Treasurer announced \$28 in ship's movie fund. No beefs or disputed OT reported. Heading to Hong Kong and Taiwan.

**EL YUNQUE** (IUM), Sept. 28—Chairman **Angelo S. Wilcox Sr.**, Secretary **Francis E. Ostendarp Jr.**, Educational Director **Christopher M. Devonish**, Engine Delegate **Edgar Young**, Steward Delegate **David Camacho**. Chairman suggested crew members upgrade whenever possible. Educational director also reminded them about having all shipping documents up to date, including STCW. No beefs or disputed OT reported. Clarification requested on payment of safety shoes and which type of shoe is correct. Thanks given to steward department for job well done. Next port: San Juan, P.R.

**ENDURANCE** (U.S. Ship Management Co.), Sept. 17—Chairman **Romeo L. Lugtu**, Secretary **Russell B. Beyschau**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Dennis R. Pickering**, Engine Delegate **Pompey B. Alegado**, Steward Delegate **Timothy A. Laird**. Chairman reported smooth voyage, although crew members expressed concern about terrorism. Words to the wise from secretary included: upgrade at Piney Point, contribute to SPAD, save

your money and love your families. Educational director reminded crew members to check that they comply with STCW training requirements. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Recommendations made for contracts department to lower pension age requirements for those members with enough seetime. Clarification also requested on some aspects of contract. New chairs to be ordered in 2002. Vote of thanks given to steward department for job well done. Next port: Long Beach, Calif.

**ENTERPRISE** (CSX Lines), Sept. 16—Chairman **Robert S. Wilson**, Secretary **Franchesca D. Rose**, Educational Director **Dann G. Manthel**, Deck Delegate **Mohsin A. Ali**, Engine Delegate **Charles E. Johnson**, Steward Delegate **Mark V. Cabasag**. Chairman read letter received from SIU President **Michael Sacco** regarding responsibilities of crew members. Secretary reminded everyone of need to renew STCW before expiration date. Treasurer noted purchase of 78 movies, leaving \$35 in ship's movie fund. No beefs or disputed OT reported. Suggestion made for crew members to decrease time required for pension. Clarification requested on overtime. Request also made to have drinking water checked. Thanks given to everyone for jobs well done: to the steward department for the great food, to the bosun, electrician and crew for their time and effort in putting together a movie fund, and to all departments for helping make the barbecues possible.

**GOPHER STATE** (IUM), Sept. 15—Chairman **Nathaniel Leary**, Secretary **Herbert M. Davis**, Educational Director **Chester W. Preston**, Deck Delegate **Ondongee L. Pogram**, Engine Delegate **Jeffry P. Stuart**, Steward Delegate **Wayne D. Webb**. Chairman advised crew to comply with STCW by Feb. 1, 2002 or not be able to sail. Secretary reminded members to continue to separate plastic items and wet garbage from regular trash. No beefs or disputed OT reported. Clarification requested on several contract items. Also requested additional washer and dryer.

**HMI DEFENDER** (Seabulk), Sept. 2—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **George H. Bixby**, Engine Delegate **Alberto Gutierrez**, Steward Delegate **Peter Crum**. Chairman announced payoff Sept. 3 in Lake Charles, La. Will bring up topic of contract extension with boarding patrolman. Everyone asked to keep noise down in passageways since someone is always trying to sleep. Secretary added a reminder to crew to obtain clean linen for relief person. Educational director noted rapidly approaching STCW deadline and urged those who need required training to attend courses at Paul Hall Center. No beefs or disputed OT reported. Vote of thanks given to steward department, with special appreciation to SA **Robert Boone** for doing a good job on DEU sanitary. Discussion held about new, good contract. Next port: Tampa, Fla.

**INTEGRITY** (U.S. Ship Management Co.), Sept. 24—Chairman **Kenneth G. Boone**, Secretary **Jeffrey N. Beasley**, Educational Director **John A. Bennifield**. Chairman recommended crew members upgrade skills at Piney Point whenever possible and reminded them about Feb. 1 deadline for STCW compliance. No beefs or disputed OT reported. Recommendation made concern-

ing medical plan. Additionally, some members have not received medical cards and await information on prescription cards. Request made for electronic banking for crew members. Question raised as to availability of launch service at Big Stone anchorage. Thanks given to steward department for job well done. Next port: Eagle Point, N.J.

**LIBERATOR** (U.S. Ship Management Co.), Sept. 23—Chairman **Joel G. Miller**, Secretary **Oswaldo J. Castagnino**, Educational Director **Edmond H.**

stressed need for completion of STCW training by Feb. 1, 2002. Treasurer said that since company does not contribute to ship's fund, need way to generate more funds for movies, etc. Some disputed OT reported in deck department. Deck delegate requested clarification on penalty for sweeping cargo holds and whether garage is considered a hold since military cargo is stored there. Clarification also requested by steward department on feeding of extra personnel without overtime. Suggestion made for contracts department to look into reducing seetime needed for retire-

## Ewa Gives Thanks in Rhyme



The captain and crew of the *Ewa* (a Matson vessel) put their praise of the steward department into rhyme: "These guys really put out some great chow. I'm talking Cajun feasts and Chinese treats, sushi, cookies, pasta and quiche, and prime rib dinners that can't be beat. I'm talking barbecues that are fit for a king, red snapper stuffed with onions and things. Garlic potatoes and chili cheese fries, Mexican salsa that'll water your eyes. Home brewed soup every day, made from scratch, just like your mama's way. There's not any better, ain't no way! And that's just about all we gotta say! Except thanks." From the left are Chief Cook **Oswaldo Montero**, Chief Steward **Patrick Briggs**, Asst. Cook **Ali Ghalib** and BR/Utility **Mohamed Amin-Abdel**.

**Hawkins Jr.**, Deck Delegate **William P. Foley**, Engine Delegate **Julio R. Paminiano**, Steward Delegate **Kathleen Lanahan**. Chairman talked about terrorist attacks on U.S. Secretary stated everything going very well on board ship. Many crew members will get off in Long Beach, Calif. Educational director recommended everyone check shipping documents for expiration dates and enroll in upgrading courses at Paul Hall Center, especially for STCW training. No beefs or disputed OT reported. Next port: Oakland, Calif.

**LIBERTY SUN** (Liberty Maritime Corp.), Sept. 2—Chairman **Joseph W. Moore**, Secretary **Douglas A. Neubauer**, Educational Director **Joseph D. Saxon**. Ship got out of layup Aug. 20 in Malta. Chairman stated ship will clear customs and immigration Sept. 8 and then hold payoff. Secretary asked that all dishes, etc. be put in proper places before leaving. Educational director urged members to upgrade skills at Piney Point facility. Some disputed OT reported in deck department. Crew members reminded to have chief mate sign TRBs. With only one washing machine aboard, everyone asked to help keep things running smoothly. Thanks given to steward department for great job.

**MAERSK ARIZONA** (Maersk Line Ltd.), Sept. 16—Chairman **Rafael Clemente**, Secretary **Grant H. Armstead**, Educational Director **Troy Ancar**, Deck Delegate **Clay Brown**, Engine Delegate **Douglas Kessinger**, Steward Delegate **Romalies J. Jones**. Chairman announced ship to dock at Sunny Point, N.C. Sept. 21. Secretary stated stores to be received on arrival. He noted no outstanding workplace hazards. Educational director urged crew members to upgrade at Paul Hall Center and take advantage of educational resources there. He also

Request made for new laundry equipment as well as e-mail and fax capabilities for crew.

**OVERSEAS PHILADELPHIA** (OSG), Sept. 27—Chairman **Norman K. Armstrong**, Secretary **Lee N. Frazier**, Deck Delegate **Ancito T. Limbo**, Engine Delegate **Craig S. Croft**. Chairman announced payoff Sept. 30 in New Orleans. Secretary thanked crew for helping keep vessel clean. Educational director asked everyone to check all documents for expiration date and reminded them of upcoming STCW deadline. Treasurer noted \$1,200 in ship's fund and said satellite system due on board soon. No beefs or disputed OT reported. New dryer now installed. Request made for new mattresses. Suggestion made that blood tests given during physical examinations include additional screenings.

**SEALAND ACHIEVER** (U.S. Ship Management Co.), Sept. 2—Chairman **Luke F. Wells**, **James E. Cameron**, Educational Director **Gerasimos N. Ballas**, Deck Delegate **Hans J. Gottschlich**, Engine Delegate **Ronnie Hamilton**, Steward Delegate **Ramont Jackson**. Chairman announced payoff Sept. 10 in Houston. He reminded crew members to be considerate of fellow shipmates. Educational director spoke about STCW requirements and advised everyone to upgrade at Piney Point whenever possible. Some disputed OT reported in engine department. Crew welcomed new contract "with open arms," and noted lots of improvements over old contract. Suggestion made that medical benefits contributions from all companies be equalized. Thanks given to steward department for job well done, and to entire crew for smooth sailing. Next ports: Houston, Savannah, Ga.; Norfolk, Va., then on to Europe.



## SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG & DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug & Dredge Pension Plan, EIN: 13-1953878, Plan No. 003, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$1,642,521. These expenses included \$203,934 in administrative expenses and \$1,438,587 in benefits paid to participants and beneficiaries. A total of 291 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$23,919,767, as of December 31, 2000, compared to \$23,767,126 as of January 1, 2000. During the plan year, the plan experienced an increase in its net assets of \$152,641. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$1,795,162 including employer contributions of \$186,045, realized losses of \$(123,032) from the sale of assets, earnings from investments of \$1,242,111, and unrealized appreciation of assets of \$490,038.

### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transactions in excess of 5 percent of the plan assets;
- 4) Actuarial information regarding the funding of the plan; and
- 5) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$5.70 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS HEALTH AND BENEFITS PLAN

This is a summary of the annual report of the Seafarers Health and Benefits Plan, EIN: 13-5557534, Plan No. 501, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees has committed itself to pay all claims incurred under the terms of the plan.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$27,571,337 as of December 31, 2000, compared to \$30,224,364 as of January 1, 2000. During the plan year, the plan experienced a decrease in its net assets of \$2,653,027. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$49,711,653 including employer contributions of \$46,394,575, realized (loss) of \$(51,729) from the sale of assets, earnings from investments of \$2,170,132, other income of \$47,133, and unrealized appreciation of assets of \$1,151,542.

Plan expenses were \$52,364,680. These expenses included \$4,838,931 in administrative expenses and \$47,525,749 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transactions in excess of 5 percent of plan assets; and
- 4) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$3.45 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of the report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

# Know Your Rights

**FINANCIAL REPORTS.** The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District 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 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.

## SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan EIN 51-6097856, Plan No. 001, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$1,750,569. These expenses included \$215,767 in administrative expenses and \$1,534,802 in benefits paid to participants and beneficiaries. A total of 1,353 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$9,887,061, as of December 31, 2000, compared to \$10,892,696 as of January 1, 2000. During the plan year, the plan experienced a decrease in its net assets of \$1,005,635. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$744,934 including realized loss of \$(74,006) from the sale of assets, earnings from investments of \$563,270, and unrealized appreciation of assets of \$255,670.

### Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transactions in excess of 5 percent of the plan assets;
- 4) Actuarial information regarding the funding of the plan; and
- 5) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$6.60 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.



**SUMMARY ANNUAL REPORT  
FOR SEAFARERS PENSION TRUST**

This is a summary of the annual report for the Seafarers Pension Trust EIN 13-6100329, Plan No. 001, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided through a trust fund. Plan expenses were \$37,191,006. These expenses included \$5,819,838 in administrative expenses and \$31,371,168 in benefits paid to participants and beneficiaries. A total of 16,691 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$575,993,998, as of December 31, 2000, compared to \$548,875,471 as of January 1, 2000. During the plan year the plan experienced an increase in its net assets of \$27,118,527. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$64,309,533 including employer contributions of \$10,700,418, realized gains of \$5,663,730 from the sale of assets, earnings from investments of \$33,272,227, unrealized appreciation of assets of \$14,671,904, and other income of \$1,254.

**Minimum Funding Standards**

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transactions in excess of 5 percent of the plan assets;
- 4) Actuarial information regarding the funding of the plan; and
- 5) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$8.25 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

**SUMMARY ANNUAL REPORT  
FOR SEAFARERS VACATION FUND**

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees has committed itself to pay all claims incurred under the terms of the plan.

**Basic Financial Statement**

The value of plan assets, after subtracting liabilities of the plan, was \$15,967,279 as of December 31, 2000, compared to \$15,419,785 as of January 1, 2000. During the plan year, the plan experienced an increase in its net assets of \$547,494. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$44,271,291 including employer contributions of \$41,841,846, realized (loss) of \$(227,941) from the sale of assets, earnings from investments of \$1,606,946, and unrealized appreciation of assets of \$1,050,440.

Plan expenses were \$43,723,797. These expenses included \$4,499,904 in administrative expenses and \$39,223,893 in benefits paid to participants and beneficiaries.

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transaction in excess of 5 percent of plan assets; and
- 4) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$4.65 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of the report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

**SUMMARY ANNUAL REPORT  
FOR SEAFARERS MONEY PURCHASE PENSION PLAN**

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan EIN 52-1994914, Plan No. 001, for the period January 1, 2000 through December 31, 2000. The annual report has been filed with the Pension and Welfare Benefits Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

**Basic Financial Statement**

Benefits under the plan are provided through a trust fund. Plan expenses were \$327,505. These expenses included \$156,919 in administrative expenses and \$170,586 in benefits paid to participants and beneficiaries. A total of 8,108 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$9,981,416, as of December 31, 2000, compared to \$6,531,592 as of January 1, 2000. During the plan year, the plan experienced an increase in its net assets of \$3,449,824. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost assets acquired during the year. The plan had a total income of \$3,777,329 including employer contributions of \$3,056,542, employee contributions of \$71,391, earnings from investments of \$751,164, and unrealized (depreciation) of assets of \$(101,768).

**Your Rights to Additional Information**

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- 1) An accountant's report;
- 2) Assets held for investment;
- 3) Transactions in excess of 5 percent of the plan assets; and
- 4) Financial information and information on payments to service providers.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; 301-899-0675. The charge to cover copying costs will be \$2.55 for the full annual report or 15 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746 and at the U.S. Department of Labor in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

**April 15  
Is  
Deadline  
for  
SIU  
Scholarship  
Application  
Forms**

Four months remain until applications for the SIU scholarship program are due. That leaves plenty of time to send away for your application, fill it out, collect all the necessary information and mail it in.

But you can't be awarded a scholarship unless you apply. So, before all the holiday celebrations and festivities take up your attention, fill in the coupon below and get a start on the application process.

The 2002 scholarship program consists of eight monetary grants to be awarded to three SIU members and five spouses or dependents. One of the three scholarships

reserved for SIU members is in the amount of \$20,000 for study at a four-year college or university. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary community college or vocational school. Five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

With the incredibly high cost of a college education, this benefit—available only to Seafarers and their families—is one to be taken advantage of. Don't wait any longer. Fill in the form below and mail it in.

Please send me the 2002 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

Mariner's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

This application is for:  Self  Dependent

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

12/01



# Paul Hall Center Classes



**Government Vessels** — Seafarers who successfully completed the government vessels course Aug. 24 are (from left, front row) Wilfredo Rodriguez, Eugenio Lopez, Jerome Smith, Malcolm Holmes, Edwin Fuller, Greg Thompson (instructor), (second row) Richard Striverson, Lance Cuthcumber, Charlene Edwards and David James.



**Upgraders Water Survival** — Upgrading Seafarers who completed the water survival class Oct. 19 are (from left, first row) Clifford Taylor, Margarete Carey, José Ramon, Harold Gierbolini, Nolan Earl, Mario Ruiz, Brian Jonsson, Paul McClatcher, (second row) Hamdanni Nurdin, Nestor Martinez, George Lammers, Ramon Martinez, David Bernstein, Mark Grabowski, Barbara Smith, George Collier and Joseph Gierbolini.

## Bridge Resource Management

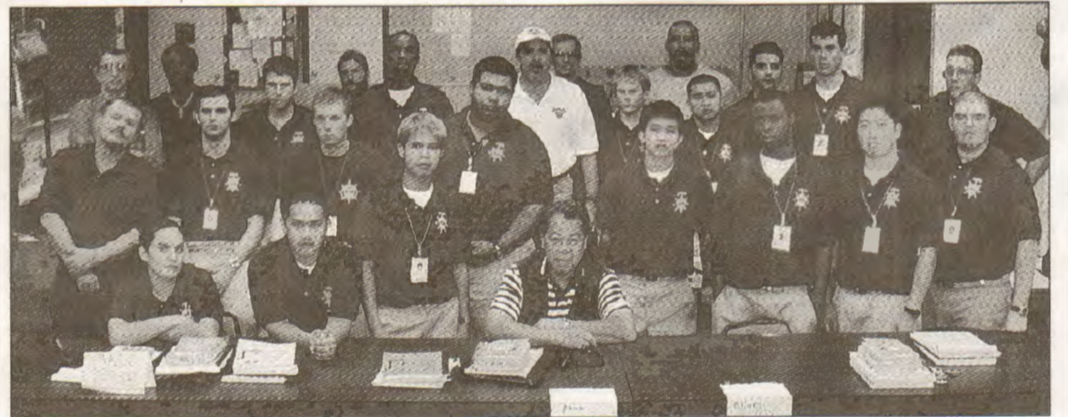
Graduating from the bridge resource management course Oct. 19 are Crowley boatmen (from left) Jeffrey Poulos, Herb Walling (instructor), Frederick Shiferdek and Bobby Boone.



**ARPA (Crowley)** — Crowley mariners graduating from the ARPA course Oct. 19 are (from left, first row) William Smith, Christi Calvert, Huey Wattigney, (second row) Edward Brooks, Lawrence Hoyne, Homer Roberson and George Esponge.



**QMED** — Working their way up the engine department ranks by completing the QMED course Nov. 16 are (in alphabetical order) John Alicea, Sergio Ayala, Russell English, William Feazel, Melvin Grayson Sr., David James, Richard Johnson, Hussein Kirkland, Daniel McDonald, Rocky Olds, Eldon Palmer, Carnus Peet, Dwayne Perrin, Jeffrey Pope, George Rose, Terry Santure, Daniel Tapley, Pati Taototo, Gary Torres, Donald Tye, Mark Vidal, Jevon Vontoure, David Watkins and Roman Zarkiewicz.



**Tanker Familiarization/Assistant Cargo (DL)** — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course Oct. 29 are (in no particular order) Adam Riley, Elesá Filisemanu, Chad Hess, Christopher Schneider, Steven Bower, Ian Hindley, Rusty Kaufmann, Nathan Jenkins, Wilbert Hinton, Washington Williams Jr., Timothy Beaugard, Albert Ellis Jr., Pablo Lopez, Mack Pedro, Robert Flesey, Edwin Rivera, Randy Wurr, Michael McFarlin, Jason Graves, Manolo Cruz, Julius dela Cruz, Michael Roman, Matthew Brown, Scott Chorney, Richard Irizarry and Bernardo Bartolome Jr.

## Computer Lab Classes



SIU members Delroy Brown (right) and David W. Mitchell proudly display their certificates earned during the week of Oct. 8-12 in the computer lab. Brown, who sails in the deck department out of San Francisco, completed the Computer Basics course, while Mitchell, who sails in the engine department out of New Orleans, completed the Windows 95 Operating System course. With them is their instructor, Rick Prucha. Not shown is Shawn Lewis, an engine department member who also sails out of New Orleans. Lewis completed both the Windows 95 course and the Beginning Excel 97 for Windows 95 course during that week.



**Welding** — Members of the engine department earning their certificates of achievement Nov. 2 from the welding course are (from left, first row) David Mitchell, Keeper Brown, (second row) Delroy Brown, Buzzy Andrews (instructor) and Frank Thompson.



# Paul Hall Center Classes



(Kneeling, from left) Pedro Barbosa, Andrew Bell, Rashid Ali, Steve Brown, John Benjamin, (standing) Bob Baker (instructor), Robert Aiken, Harry Agatep, Harry Barrow, Gabriel Arlin, Michael Allain, Nick Andrews and Floyd Bishop.

## Basic Safety Training Classes



(Kneeling, from left) Edward Hill, Don Butler, Al Hooper, Les Farrell, (standing) Gosal Aldre, Mark Dumas, Rayfield Crawford, Anthony Jackson, Gary Dahl, Scott Chew, Ronny Barrera, Marcus Crumpton and Alfred Gonzalez.



(Kneeling, from left) Nova Langl, Mustafa Malik, Moses Mickens, Elvin Presley McLure, Houston Morey, (second row) Mike Daras (instructor), Kenneth Kelly, Jose Ortiz, William Moore, Lavern McDowell, Roger Martell, Charlie Johnson, Jerry Miller and Charles Kennedy.



(Front row, from left) Carl Schoenbacher, Mike Pierce, Larry Viola, Julio Zabta, Edgar Riascos, Miguel Tirado, (second row) Efrain Sambula, Jack Petrus, Reinaldo Roman, Ora Perkins, Wayne Wooten, Ernest Terry, Leon Satterthwaite, Normal Skipper and Clarence Verdon.



Warren Sanbula, Juan Velazquez, Ovidio Santos, Nannette Yant, Gilberto Roqui, James Triassi Jr., Robert Valentine, James Weismore, Thomas Shepherd, Roy Tyler, Videika Romulaldas, Moses Shaibi, Duane Wurr, Thomas Russell, Charles Sandino, James Sieger and Michael McCarthy.

**BST for G&H Towing boatmen**, conducted by instructor Mitch Oakley — Michael Garsee, Coy Goodwin, Robert McLean, Danny Mixon, Roberto Rubio, Gordon Scott, Martin Scott, James Stewart, Kenneth Wall, Earnest Williams and Michael Zwernemann.



**BST for G&H Towing boatmen**, conducted by instructor Mitch Oakley — Kevin Casler, Justin Cole, Edward Cox, Timothy Dement, Larry French, Darren James, John Mathews, Claude Murphy, Steven Olsen, Robert Palmer, Joseph Parker, Quincy Parker, Joseph Robins, Adam Simon, Chris Temple, Jeffery Vanderburg, Charles Walker, Stephen Williams and Almanza Martin.



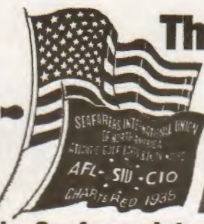
(Front row, from left) Nasser Hafid, Eddie Johnson, Daniel Keltner, Greg Hamilton, Marvin James, Milton Gonzalez, Justin Lodico, Roberto Lopez (second row) Jerry Lee, Lamont Lovick, Lewis Jones, Steven Kendrick, Charles Kahl, Clarence Page, Tom Lynch and Paul Jernstrom.



Robert Pesulima, Louis Mastrototaro, Bruce Miangolarra, Lee Perales, Isaac Newsome, Antonio Martinez, Isabel Miranda, Pedro Basco, P. Music, Gregory Poer, Dennis Middleton, Robert Mullen, William Mallow, David Poree, Bienvenido Pagan, Enrique Nunez, Robert Natividad, Mark Mosher and Dasril Panko.

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.





**Summary Annual Reports**

MCS Supplementary Pension Plan, Great Lakes Tug & Dredge Pension Plan, Seafarers Health & Benefits Plan — page 20

Seafarers Pension Trust, Seafarers Vacation Fund, Seafarers Money Purchase Pension Plan — page 21

NMU Reports — page 10

# Hats Off to Great Land Galley Gang

Sometimes, things are going so well, you just have to share it with someone. So it was with Ron S. La Barre, master aboard the SIU-crewed *Great Land*, who wanted to let everyone know about the terrific steward department on board the Inter-ocean Uglad Management steamship (IUM).

"It has been said that the heart of a ship is its galley and that all morale flows from there," he wrote in a letter to the *Seafarers LOG* with the accompanying photographs. The letter says it all.

"Never has this been more evident than on the *Great Land*. A visitor cannot help but be struck by the happiness, pride and high morale of the crew and officers.

"This pride of vessel, this spirit if you will, has its birth in the galley of the *Great Land*. The steward department under Antoinette Spangler's guidance, continues to be the finest I have ever had the pleasure of working and sailing with.

"Recertified Steward Spangler and her staff, Chief Cook Abdul Hasan, SA Betty Thompson, SA Adam Saleh and SA Saeed Shaibi work wonders each and every day.

"Our menus run the gamut from Indian food through African dishes—fresh Alaskan salmon and fresh halibut, spicy marsala, homemade enchiladas, African timbales of chicken, polenta with red pepper—ever changing, always fresh, always outstanding.

"Antoinette Spangler is a master baker and makes all our breads, rolls, buns and desserts fresh daily. Be it homemade cakes or banana splits, there is always something to please your palate at the end of a fine meal.

"My hat is off to the galley staff of the *Great Land*!"

*Recertified Steward Antoinette Spangler and Chief Cook Abdul Hasan work wonders in the galley each and every day.*



*Chief Cook Abdul Hasan also gets the barbecue grill sizzling.*



*No crew member or officer can resist the deviled eggs (above) or a plate of salmon almondine with Thai rice and polenta with peppers (right), some of the ever-changing selections offered aboard the *Great Land*.*



*Fantastic food, great weather—it can't get much better than this!*

*Seafarers aboard the IUM steamship enjoy each other's company—as well as the delicious food—at meal times.*

