

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

DOT Secretary Mineta Praises Seafarers for oyalty and Service



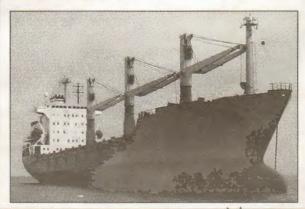
SIU-Crewed Cornhusker State Honored For Supporting 'Enduring Freedom'

SIU members aboard the RRF ship Cornhusker State were among the first U.S. civilians to support Operation Enduring Freedom-the nation's war against terrorism. Last month, those Seafarers were honored by Transportation Secretary Norman Mineta and Maritime Administrator Capt. William Schubert, who presented them with the



Merchant Marine Expeditionary Medal during a Nov. 15 ceremony in Newport News, Va. At left, Mineta (center) and Schubert (right) present a medal to Bosun Scott Palen. Above, SIU VP Gov't Services Kermett Mangram (left) joins Seafarers (from left) Dionce Bright, Gualberto Mirador, Leander Garrett, Ryan Neathery, Scott Palen and Ricky Langley before the ceremony. Page 3.

American Tern Joins SIU Fleet

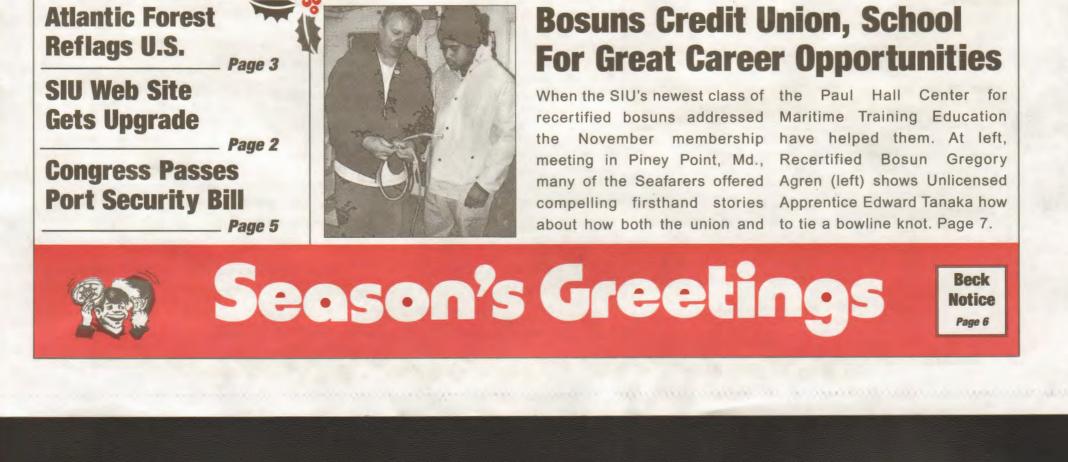


Seafarers soon will crew the American Tern (left)-a newly contracted, reflagged and renamed vessel-for the U.S. Military Sealift Command (MSC). Formerly called the Kariba and sailing under the Liberian flag, the vessel now will fly the Stars and Stripes and principally will be used to support Operations Deep Freeze and Pacer Goose, the annual resupply missions, respectively, to McMurdo Base in Antarctica and Thule Air Force Base in Greenland. Page 4.

Tacoma-Area Seafarers Welcome SIU President

At the SIU hall in Tacoma, Wash. and aboard ships in the area, Seafarers recently welcomed SIU President Michael Sacco (right) and Exec. VP John Fay for discussions on a wide range of important, timely matters. Here, Recertified Steward Brenda Kamiya greets Sacco aboard the Cape Island. Pages 12-13.





President's Report

Well-Earned Praise

On behalf of the entire union, I extend congratulations to our SIU brothers and sisters aboard the *Cornhusker State* who recently received the U.S. Merchant Marine Expeditionary Medal. Clearly,



the recognition is well-deserved, and I couldn't be more proud.

As reported in this issue, SIU members on the Cornhusker State were some of the first Americans to mobilize for Operation Enduring Freedom. Their work and their dedication drew strong praise from U.S. Labor Secretary Norman Mineta and U.S. Maritime Administrator Capt.

Michael Sacco

co William Schubert during the medal ceremony last month in Virginia.

The Cornhusker State's performance reminds us that although the war on terrorism is different than past conflicts, it's apparent that the U.S. Merchant Marine will continue playing an important role in this campaign. That's one thing that doesn't change: When the nation needs us, we deliver!

Along those lines, during recent meetings aboard SIU-contracted ships and in the union halls, I was encouraged by the readiness of our membership to answer the call to defend our nation, whenever the call comes. We know our role. We know what's at stake. Our hearts may be preparing for the holidays, but our minds and bodies are prepared to serve our country. And you'd better believe we'll deliver the goods—just like our brothers and sisters on the *Cornhusker State*.

Political Action

I also congratulate all the Seafarers who participated in grassroots political activities across the country leading up to last month's elections. Very often, those types of behind-the-scenes activities are difficult in that they involve sacrificing personal time. They may even seem thankless.

But, believe me, the efforts are worthwhile and appreciated. Our membership is exceptional when it comes to being politically active. We study the issues. We attend rallies and man phone banks for promaritime candidates. We contribute to SPAD, our union's voluntary political action fund.

It is noticed and it definitely makes a difference in the ongoing struggle to continue revitalizing the U.S.-flag fleet.

As for the elections themselves, our outlook really doesn't waver. We support those who support the U.S. Merchant Marine—period. Many of our good friends, from both political parties, are returning to Congress. Now that the elections are over, we will work with the new faces on Capitol Hill and at the state and local levels of government to educate them on the importance of our issues and industry.

Voices of Experience

At last month's membership meeting in Piney Point, the union's newest class of recertified bosuns offered some interesting and encouraging words about the SIU and the Paul Hall Center for Maritime Training and Education. A lot of their quotes appear on page 7.

In a nutshell, many of the bosuns said that the SIU and the school helped them turn their lives around and offered them a true career, not just a job. They also urged the unlicensed apprentices in the audience to apply themselves and take advantage of the opportunities that exist with the school and the union.

Those opportunities are real. The recertified bosuns, recertified stewards and QMEDs are living proof. As several said last month, the school is first-class all the way, from the facilities to the instructors and staff. The courses are designed to promote career advancement and boost general academic studies, too.

I encourage all eligible Seafarers to upgrade whenever possible and get the most out of the Paul Hall Center. The school is there for your benefit. Don't waste the opportunity.

Happy Holidays

With the season upon us, I extend my warmest wishes for safe, happy holidays to all active and retired SIU members and their families. I remain thankful for the SIU family and your consistently strong support.

Union Upgrades Web Site

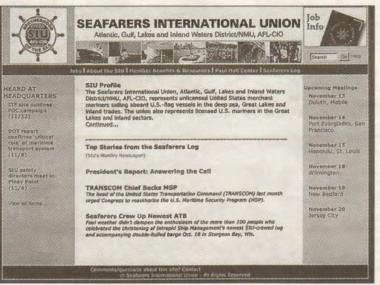
Five years after first venturing into "cyberspace," the SIU in late October launched a vastly rebuilt version of its web site, located at www.seafarers.org.

The revamped site includes information about the union and the Paul Hall Center for Maritime Training and Education, links to other useful sites, and a greatly improved "search" function, among other content.

"Although numerous additions had been made to the old site over the years, the new site is a big improvement, both in terms of content and appearance," said SIU Secretary-Treasurer David Heindel, who helped oversee development. "I encourage all Seafarers who use the internet to check out the new site."

The home page includes a regularly updated listing of upcoming membership meetings, links to top stories from the current edition of the Seafarers LOG, SIU and industry news briefs (under the heading "Heard at Headquarters"), and the first few lines of a profile of the union (for first-time visitors). It also features a "Job Info" link which directs visitors to information about the Paul Hall Center's unlicensed apprentice and veterans' programs, respectively, as well as an electronic form for mariners interested in joining the union.

In the "About the SIU" section, visitors will find the full SIU profile, an article detailing SIU and U.S. maritime history, a list of the union's executive board (including photos) and a list of Seafarers International Union of North America affiliates.



The new-look home page includes news briefs, a list of upcoming membership meetings and more.

The section titled "Member Benefits & Resources" features a complete list of upcoming membership meetings, White House and congressional links, labor and maritime links, downloadable benefits applications, and a list of all SIU halls.

To date, the site's largest section is the one covering the Paul Hall Center. Its content includes a school overview and history, information for contacting the admissions office, a downloadable upgrading application, upcoming course dates, course descriptions, information on the apprentice program, and a remembrance of the late SIU President Paul Hall.

Finally, the *Seafarers LOG* section includes selected articles and photos from the current and immediately previous editions of

the union's monthly newspaper, tips for submitting story ideas (including staff email addresses) and information on how to subscribe. Older *LOG* articles (from July 2002 on) may be accessed through the search function.

The internet is a global network of computers which any other properly configured computer may access. It originated in 1969 as the result of a U.S. Department of Defense project that connected the Stanford Research Institute, UCLA, UC Santa Barbara and the University of Utah. The world wide web is a segment of the internet created by Swiss scientists in 1989. Development of today's most popular browsers followed a few years later, and the web's popularity skyrocketed.

Council Memorializes Ed Pulver

The Jersey City (N.J.) Municipal Council has approved a city ordinance creating the "Edward B. Pulver Way," memorializing the late SIUNA vice president. The council unanimously approved the ordinance Oct. 23. A dedication ceremony is planned for late March 2003.

Edward B. Pulver Way will be the address of Washington Street from Dudley Street to the southern terminus of Washington Street at the Morris Canal. A Korean War Memorial is being built at the southern end of the street.

Brother Pulver passed away May 26 at age 78. A Jersey City native; he was a tireless philanthropist and dedicated trade unionist.

"The ordinance is very appropriate and a great way to remember our good friend and brother," noted SIU President Michael Sacco. "Ed did so much to help others. He was a true humanitarian and a tremendous leader for the union."



Edward B. Pulver

overwhelming record of generosity. Among other activities, he founded several organizations which helped immigrants adjust to U.S. society without sacrificing their heritage. He belonged to numerous community and civic groups including the National Executive Board of the Labor Council for Latin American Advancement, and the Hudson County (N.J.) Economic Development Corporation. He

served as executive vice president of the Filipino and Americans As One organization and as president of the Hudson County SPCA. Additionally, he served on the board of directors for the Hudson County School of Technology as well as for Saint Francis Hospital and Christ Hospital.

On the labor side, his association with the Seafarers dated back more than 50 years. He headed the SIU's office in Jersey City. Pulver was the president and a founding member of the Hudson County Central Labor Council, and served on the state AFL-CIO executive board. He was a delegate to several Democratic national conventions.

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

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Please be advised that SIU headquarters and all SIU hiring halls will be closed Wednesday, January 1, 2003 for the observance of New Year's Day and Monday, January 20, 2003 for the observance of Martin Luther King Jr.'s birthday (unless an emergency arises). Normal business hours will resume the following workday.

'Duty, Loyalty and Service' **SIU Members, Cornhusker State Honored For Support of Operation Enduring Freedom**

SIU members aboard the auxiliary crane ship Cornhusker State received the Merchant Expeditionary Marine Medal-presented by U.S. Secretary of Transportation Norman Mineta and U.S. Maritime Administrator Capt. William Schubert-during a ceremony Nov. 15 in Newport News, Va. Seafarers received the medals for their professional support of America's war against terrorism.

Additionally, Mineta and Schubert presented the U.S. Maritime Administration's (MarAd's) Professional Ship Award to the Cornhusker State for supplying what the agency described as "exceptional service in providing cargo operations and transportation of equipment during Operation Enduring Freedom.

The vessel is operated by SIUcontracted Interocean Ugland Management (IUM).

"For six months without relief, the Cornhusker State and crew supported the ongoing war against terrorism," said Mineta. "In years to come, history will recall the valiant service of the Cornhusker State and crew with these three simple words: duty, loyalty and service."

SIU Government Services **Division Vice President Kermett** Mangram and SIU Norfolk, Va. Port Agent Georg Kenny were among the SIU officials who attended the ceremony at the 23rd Street Pier.

According to MarAd, the Professional Ship Award "is SIU members who rec given to non-military ships that achieve the highest degree of readiness, performance, efficiency, reliability, productivity and safety. Ships that receive this prestigious award have distinguished themselves through outstanding accomplishments or significant mission contributions to the United States and the American people."

The Merchant Marine Expeditionary Medal, first approved in 1990 for mariners who participated in Operations Desert Shield and Desert Storm, may be presented to mariners who serve aboard U.S.-flag ships in support of operations involving the U.S. military and national interests.

The Cornhusker State is 610 feet long and is part of MarAd's civilian-crewed Ready Reserve Force (RRF). All RRF ships are owned by MarAd and managed by private American companies.

As part of Operation Enduring Freedom, Seafarers and members of the American Maritime Officers (AMO) aboard the Cornhusker State were deployed in the Indian Ocean without relief or any port visits for six months. In announcing last month's awards, MarAd noted, "The RRF ship, crew, and the supporting maritime industry lived up to President Bush's rally, 'We will not tire, we will not falter, we will not fail,' in his September 20,

SIU members who received medals included Bosun Scott Palen, ABs Michael Borders, Laurentis Colbert, Phillip Harmon, William Humphrey, Jesus Olbes, David Roof and Stacey Twiford, OSs José Cuevas and Justin Koger, Electrician Jay Clothier, QMED Brad Neathery, OMUs Kurt Benjamin, Kenneth Garner and Anthony Neathery, GUDEs Brandon Harold and Ricky Langley, Chief Steward Charles Scott, Chief Cook Ronnie Hall and SAs John Noel, Robert Weeks and **Talib** Aekins.

In addition to Mineta, participants in the ceremony included U.S. Maritime Administrator Capt. William Schubert; U.S. Rep. Robert "Bobby" Scott (D-Va.); Mr. Joseph Schumacher, representing U.S. Rep. Jo Ann Davis (R-Va.); IUM President Jorge Aguirre; and MarAd South Atlantic Region Director Nuns Jain.

The Cornhusker State initially was activated in 1991 to support the allied coalition's mission in **Operations** Desert Shield and Desert Storm. In 1994, with only five days' notice, the crew set sail for Haiti where the Cornhusker State effectively supported the humanitarian peacekeeping mission Operation Uphold Democracy for 74 days.



Photo courtesy of MarAd U.S. Secretary of Transportation Norman Mineta (left) and U.S. Maritime Administrator Capt. William Schubert (center) present the Expeditionary Medal to SIU member Jay Clothier.



Receiving their Merchant Marine Expeditionary Medals and copies of the commendation are AB Stacey Twiford, QMED Brad Neathery and Chief Cook Ronnie Hall.

Union, Company Officials Tackle Key Safety Issues

SIU Safety Directors from | across the country met last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. to hone their skills and study the latest happenings in the maritime industry.

Their agenda for the fourth annual SIU Safety Directors Conference included training record book (TRB) audits, conflict resolution, STCW requirements, effective communication, fire fighting training and more. They received safety presentations from SIU-contracted Alaska Tanker Co. and Dyn Marine, and also met with representatives of the SIU's various departments to review key procedures that impact the individual Seafarer's interactions with headquarters and the ports.

"It was an excellent course, very valuable," stated SIU Norfolk, Va. Safety Director Samuel Spain. "The program helps you work with people and promotes safety. The presentations from the companies were

great, especially the parts about | how they've implemented various safety programs."

SIU New Orleans Safety Director Chris Westbrook described the conference as "very informative. One thing that really stood out was the (presentation on the) Alaska Tanker Company (ATC) safety program. The way they relate to crews, actually rid-



ing the ships to promote safety, that says a lot. When they're actually aboard the ships carrying the message, it puts it in perspective."

Participating safety directors included Spain, Westbrook, Harold "Duke" Bryan (Tacoma), Jeff Turkus (Wilmington), Steve Ruiz (Jacksonville), Frank Iverson (Honolulu), Todd Brdak (Algonac), William McLaughlin (Brooklyn), Kenny Moore (Houston), Amancio Crespo (Santurce) and Archie Ware (San Francisco).



As part of the conference, Paul Hall Center Safety Director James on discusses the impo tance of ncluding cer



ATC Labor Relations Director Bill Cole (above right) and Dyn Marine Shipboard Crewing Manager Jake Jacobs (below right) addressed the safety directors last month at the Paul Hall Center. Among other key topics, Cole discussed ATC's safety initiatives and the importance of having the whole crew work together "before potential safety problems become accidents." Jacobs (also standing in photo above) discussed communications skills, including how messages may become distorted, and how effective communication can promote problem-solving and safety.

mation on shipboard safety reports.

Atlantic Forest Reflags U.S. Seafarers Crew LASH Ship in Rotterdam

SIU members began crewing the newly reflagged LASH (lighter aboard ship) vessel Atlantic Forest Nov. 14 in Rotterdam.

The newly contracted ship, owned by Waterman Steamship, is part of the U.S. Maritime Security Program (MSP). It formerly flew the Russian flag before donning the Stars and Stripes.

The SIU contract covering the Atlantic Forest includes the premier "Plan G" medical benefits, participation in the Seafarers Money Purchase Pension Plan, and vacation benefits at an accrual rate of 14for-30.

Built in 1983, the Atlantic Forest is 862 feet long and 105 feet wide. It is equipped with a 500 metric ton LASH gantry crane, and has a capacity of 82 LASH barges.



American Tern Joins SIU Fleet

Seafarers soon will crew the *American Tern*—a newly contracted, reflagged and renamed vessel—for the U.S. Military Sealift Command (MSC).

Formerly called the Kariba and sailing under the Liberian flag, the vessel now will fly the Stars and Stripes and principally will be used to support Operations Deep Freeze and Pacer Goose, the annual resupply missions, respectively, to McMurdo Base in Antarctica and Thule Air Force Base in Greenland. In the interim between missions, according to MSC officials, the ship also will move ammunition, general cargo and fleet hospitals. MSC-chartered operations are scheduled to begin this month, when the ship reports to Port Hueneme, Calif.

SIU-contracted Osprey Ship Management won the contract from MSC to operate the vessel. Under the pact, which could last as long as 51 months, Seafarers who crew the Tern will receive medical benefits to the premier Plan G level-which includes 100 percent (reasonable and customary) prescription coverage for Seafarers and their dependentsand a vacation benefit of 14 days for every 30 days worked (increasing to 15 for 30 on the second anniversary of the contract). As of press time for the Seafarers LOG, the vessel was in dry dock in Jacksonville, Fla., being fitted with features required by its charter.

The American Tern replaces

the Green Wave, which had been under charter by MSC since 1984 on the Antarctic route. A larger vessel, the Tern is a 12-year-old German ship. According to officials, the vessel boasts about onethird more cargo space, a higher ice rating and is 10 years newer than the Green Wave.

Although the American Tern won't look much bigger that the Green Wave—at 521 feet it is only 14 feet longer and seven feet wider—the vessel can carry 977 shipping containers (milvans) compared to 594 on the Green Wave. Each milvan, which measures 8-by-8-by-20-feet, weighs 5,000 pounds empty and up to 40,000 full and holds the equivalent of an airplane load.

The American Tern has three on-board cranes, compared to four on the Green Wave, but those on the newer ship are larger and can lift more, officials pointed out. Additionally, the American Tern is more suited for icy conditions than the Green Wave.

McMurdo Station is Antarctica's largest community. Situated on the southern tip of Ross Island, 2,200 miles due south of New Zealand, the station serves as the logistics hub for half the continent. Thule Air Base is located 900 miles south of the North Pole and 950 miles north of the Arctic Circle. MSC is the ocean transportation provider for the Department of Defense. The command operates more than 120 active ships daily around the world.



After performing some routine maintenance on the steering gear space room exhaust fan, Seafarers aboard the Paul Buck are ready to replace the cover. From the left are QMED/Pumpman Peter Joseph, Unlicensed Apprentice Alan Grenier, DEU Jeff Thomas and QMED O'lan Pajarillo Jr. The Ocean Ships, Inc. vessel was loading cargo in the port of Houston at the time this photo was snapped. It then proceeded to Puerto Rico to unload. The crew members wish everyone a

happy holiday season.

Cain Brothers Wear Support For SPAD on (Coat) Sleeves

John and Hubert Cain have a combined 75 years of experience in the SIU. It's no surprise, then, that the brothers understand the importance of the union's voluntary political action fund (SPAD).

"It's the backbone of the whole union," said John, who lives in the Houston area. "I've been to Washington (D.C.) and I see where the money goes. It's like politics anywhere—if you don't get the money (for political contributions), you don't get support for your industry."

The brothers recently showed their continued support of SPAD by donating enough to secure the new jackets that are part of a

were being paid less than what was called for in their contract.

He contacted the company and

demanded the crew be paid in

full. Within a few days, the

mariners had received more than

\$73,000 in back pay-all that

September, an inspector found

that the crew of the Cyprus-

flagged Olympia was being paid

less than what's called for in the

ITF contract. He secured more

than \$14,000 on the crew's behalf

pas secured more than \$25,000 in

back wages for the multinational

crew of the Liberian-flagged

Sacco received a call from an AB on the Bahamian-flagged Lanca-

shire because of unpaid wages and lack of provisions. He went to the ship and quickly secured

• In Charleston, S.C., Tony

• In Wilmington, Del., Petit-

in Lake Charles, La.

Golden Bay.

• In a similar case in mid-

was due them.

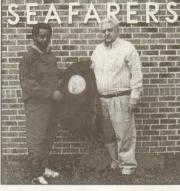


Standing in front of SPAD posters in the Harvey, La. hall are Bosun John Cain, with his new SPAD jacket, and SIU Port Agent Steve Judd.

promotional program which began earlier this year. In that program, scheduled to last through July 2003, Seafarers who contribute to the fund through a check-off authorization found on the vacation application (and also available at the union halls) will receive a SPAD lapel pin (for an authorized contribution amount of 50 cents per day); the pin and a SPAD T-shirt (\$1 per day); or the pin, shirt and a SPAD baseball cap (\$1.50 or more per day).

The SPAD jacket is available to members who make a onetime donation of \$300 or more in addition to their check-off authorization.

"The jackets will be a hit when people see them," said Hubert, who retired in 1999 but helps out at the SIU hall in Mobile, Ala. "It's a quality jack-



Retired Bosun Hubert Cain (right) shows his new SPAD jacket to Recertified Bosun Terry Cowans outside the SIU hall in Mobile, Ala.

et and it gets the name out there, too."

John, a bosun on the shoregang, described the SPAD jacket as "good value for the money" and credited the union for supporting pro-maritime candidates regardless of political party. He also complimented SIU President Michael Sacco and other members of the union's executive board. "It's unreal how far we've come, and they've done so much. To name just one example, I never thought I'd see a foreign-flag ship reflag under the Stars and Stripes. Now, it's happening."

Hubert said he has only one complaint about the SPAD jacket: "It fits well, but it's been 80 degrees every day lately!"

He added that he enjoys working at the hall. "I know all those guys. I tell the kids, 'I went to sea with your daddy."

SIU ITF Inspectors Help Crews Collect More Than \$550,000 in Back Wages

It has been a busy and productive year for the SIU's International Transport Workers' Federation (ITF) inspectors, who have secured more than \$550,000 in back pay for crews on runaway-flag vessels and other foreign-flag ships.

In one recent case, ITF Inspector Arthur Petitpas and ITF Assistant Coordinator Enrico Esopa (both of the SIU) secured more than \$138,000 in back wages for Croatian mariners aboard the Malta-flagged vessel MSC Zrin in early October. The crew hadn't been paid in five months. Petitpas met with them aboard the ship in Baltimore and then in Newport News, Va., where he had the vessel arrested following repeated delays in paying the crew. A few hours later, the back pay arrived.

In other recent cases involving SIU ITF inspectors:

• On a routine ship inspection in New Jersey, Esopa discovered that Filipino mariners on the Cyprus-flagged *Panamax Luck*

Greetings from the Paul Buck



The union's ITF inspectors recently completed computer training at the Paul Hall Center directed by the ITF. Pictured at the Piney Point, Md. facility are (from left) ITF Actions Unit Rep Bill Goodger, Inspector Tony Sacco, U.S. ITF Coordinator John Sansone, Asst. Coordinator Enrico Esopa and Inspector Arthur Petitpas.

more than \$6,600 in back pay for the crew and also ensured that proper provisions were ordered.

"The network of ITF inspectors worldwide makes it harder for shipowners to take advantage of mariners, but the problem certainly continues," observed Esopa. "If Seafarers hear of any problems on foreign ships, please advise any ITF inspector and you can be sure we'll be there to help."

In addition to Esopa, Petitpas and Sacco, SIU Algonac, Mich. Port Agent Don Thornton and Florida-based Scott Brady are the union's ITF inspectors.

In Labor Press Contest

LOG Awarded 2nd Prize

The *Seafarers LOG* recently earned a second-place award for "general excellence" from the International Labor Communications Association (ILCA).

The ILCA is an AFL-CIO organization which provides support to international, national, regional and local union publications and web sites. The association conducts an annual labor journalism competition. The most recent contest (covering the year 2001) drew nearly 1,200 total entries, in more than a dozen categories.

In the general excellence competition, the LOG went up against other union newspapers of similar circulation. The Guild Reporter, published by The Newspaper Guild/CWA, received the first-place award.

Judges for the contest are "retired labor publication editors, labor reporters and other professionals in the business of keeping people informed about the news," according to the ILCA.

The combined per-issue circulation of the ILCA's 900 member publications exceeds 28 million.

Congress Sends Port Security Bill to President

Congress has taken what it hopes will be a major step toward boosting security at the nation's seaports with its passage of The Maritime Security Act of 2002 (S. 1214). The Senate on Nov. 14 approved the measure 95-0 and the House passed it by voice vote Nov. 18, sending it to President Bush for his expected signature.

The legislation's passage marked the culmination of a nearly two-year effort by lawmakers to close the security gap that exists at the 361 ports along America's coasts. Sponsored by Chairman of the Senate Commerce, Science and Transportation Committee Fritz Hollings (D-S.C.), Ranking Republican John McCain (R-Ariz.), Surface Transportation and Merchant Marine Subcommittee Chairman John Breaux (D-La.) and Intelligence Committee Chairman Bob Graham (D-Fla.), the measure combines countless federal, state, local and private law enforcement agencies overseeing the security of the international borders at America's seaports. Further, it authorizes more security officers, additional screening equipment and the building of important security infrastructure at seaports.

The legislation also includes the first Coast Guard authorization since 1998. The bill autho-

rizes \$6 billion dollars for the Coast Guard's total budget for fiscal year 2003, which is \$1 billion more than the amount appropriated in the FY 2002 Transportation Appropriations bill. Among its provisions, it allows for an increase in active duty military personnel from 35,500 to 45,500, authorizes \$725 million for capital investments, and aims to ensure that the Coast Guard can balance its many roles.

"With the legislation, we are, for the first time, creating a national system for securing our maritime borders," said Senator Hollings, "While the terrorist attacks of September 11 exposed the security vulnerabilities apparent in our nation's entire transportation system, we learned long before that tragic day that the lack of security at our nation's seaports presented our nation with one of its greatest security risks.

"The sheer size and complexity of our port facilities combined with the enormous volume of commercial cargo that travels through them every day makes them vulnerable to attack. Coupled with the dramatic threat risk and the potential severity of the consequences, our ports represent a significant weakness in our national security. With this bill, we begin to ensure that our ports will have the comprehensive plans, advanced intelligence, personnel, law enforcement, and regulations in place to vastly improve security."

According to a summary provided by Senator Hollings' office, the Maritime Security Act of 2002 as agreed to by the Senate:

 Provides that the Secretary of Transportation will conduct an assessment of all vessels and facilities on or near the water to identify those at high risk of being involved in a transportation security incident. Once the vulnerable infrastructure is identified, and interim security measures have been adopted, the Coast Guard will conduct more detailed vulnerability assessments of vessels and facilities.

 Mandates a National Maritime Transportation Security Plan and regional Area Maritime Transportation Security Plans be developed by the Coast Guard that will be adequate to deter a transportation security incident to the maximum extent.

• Mandates for the first time ever that all ports, facilities and vessels have comprehensive security plans and incident response plans based on detailed Coast Guard vulnerability assessments and recommendations.

• Requires these plans be approved by the Coast Guard. All ports, waterfront facilities and vessels are required to operate under approved security plans.

• Sets up local port security committees to better coordinate the efforts of federal, state, local, and private law enforcement agencies and to advise on securiplans. The federal agencies include intelligence, FBI, Customs, Immigration, and the Coast Guard.

 Directs the U.S. Department of Transportation to formulate regulations to develop secure areas in ports, as part of their security plans, and to limit access to security-sensitive areas through background checks and the issuance of a transportation security identification card, restrict firearms and other weapons, and develop an evacuation plan. Background checks will be conducted for employees working in security-sensitive areas. Mariners also will be required by to carry internationally acceptable identification.

• Establishes a grant program

to make fair and equitable allocations to port authorities, waterfront facility operators, and state and local agencies to provide security infrastructure and services. Authorizes grants for various types of security upgrades including reimbursements for upgrades that are in compliance with federal national and area security plans that have been made since September 11, 2001. Authorizes such sums as necessary to help grant recipients comply with the federal security requirements mandated by the Act. The legislation requires the administration to propose funding levels for seaport security programs and mandates annual reports outlining compliance with the security mandates established in the act.

• Authorizes \$90 million in research and development grants to be awarded to develop methods to increase the ability of the U.S. Customs Service to inspect merchandise carried on any vessel arriving in the United States; develop equipment to detect nuclear materials; improve the tags and seals used on shipping containers, including smart sensors for tracking shipments; and tools to mitigate the consequences of terrorist attack.

• Authorizes \$33 million for development of security training and for the education and certification of federal, state and private security personnel. Directs the Secretary of Transportation to develop a curriculum for training and standards for the certification of maritime security professionals. The standards are to be developed through consultation with the Federal Law Enforcement Training Center as well as other security and police agencies, private organizations, and individuals with cargo and maritime security expertise. These training opportunities will be provided to maritime security personnel in the United States as well as to personnel employed in foreign ports used by vessels with United States citizens as passengers and crew members.

• Requires the development of a maritime intelligence system to collect and analyze information concerning vessels operating in waters under the jurisdiction of the United States and the crew, passengers and cargoes carried. A maritime intelligence agency will be expected to work together with other agencies and collect and analyze information not available from other intelligence sources.

• Improves the reporting of crew members, passengers and imported cargo to better track suspicious activity.

• Compels commercial vessels to be equipped with and operate an automatic identification system (AIS) when navigating on the waters of the United States as well as a long-range vessel tracking system for vessels on international voyages that include United States waters.

• Provides for supply chain security and a secure system of trade by allowing for secure maritime borders and an efficient cargo transportation system. The Transportation Oversight Board will establish a trade program to develop standards to enhance the physical security of cargo containers.

• Authorizes the Sea Marshal program and requires maritime safety and security teams to safeguard the public and protect vessels, harbors, ports and waterfront facilities. The Coast Guard is more specifically authorized to board ships entering U.S. ports in order to deter highjackings or other terrorist threats and enhances maritime security and safety with the development of security teams.

• Directs the Secretary of Transportation to assess the antiterrorism measures maintained by foreign ports, which are served by vessels that also call on the U.S. or which are determined to be a security risk to international maritime commerce and may deny entry to vessels that call on ports that do not maintain effective antiterrorism measures.

 Creates a Maritime Security Advisory Committee to report on and make recommendations on national maritime security matters.

In addition to the foregoing, the new measure incorporates a Coast Guard authorization bill. The Coast Guard provisions in the bill reflect the provisions of S. 951, the Coast Guard Authorization Act of 2001, which was reported out of the Commerce Committee last year, and H.R. 3983, the House maritime security bill.

MarAd Report Forecasts Intermodal Gridlock

U. S. Maritime Administrator Captain William G. Schubert last month announced the findings of a Maritime Administration report on intermodal access to U.S. ports. The report, based on a survey of 70 percent of American ports, focused on the state of roadway, rail and waterside access

It found that while intermodal connections at U.S. ports may be good enough now to keep cargo moving, they probably won't be in a few years. Expected increases in cargo traffic will strain the system-especially in already congested metropolitan areas and major trade corridors.

"Getting a ship into port is only part of the story," said Schubert. "If the goods can't move quickly away from the water, then our transportation system isn't doing the job." He noted that most ports anticipate greater cargo flows in the future.

An emerging need for all U.S. ports, especially container ports, is for real-time traffic information. Radio transmission and web-based information on traffic conditions is of increasing importance to ports and transportation providers as they manage the inland movement of marine cargo. This is reflected in the large number of ports reporting unacceptable conditions in these emerging elements of the intermodal access system. Significant access issues are found on the local access roads to ports, and at grade rail crossings. Truck-only routes are of increasing significance as cargo volumes grow and there is a critical need to separate freight and passenger traffic on local roads and on state



U.S. Maritime Administrator

roads and interstates.

The report also revealed the positive results of intermodal access investments. Among the ports surveyed, more than 90 percent noted acceptable or better conditions in terms of the availability of on-dock rail facilities and aids to navigation on the waterways.

MarAd plans to continue its

International Solidarity Works As OMU Campaign Continues

International solidarity last | declares that there shall be no dismonth helped Offshore Mariners | crimination or harassment of pro-United (OMU), the federation of union workers.

movement can bear fruit.

Captain Michael Cheramie, who works at Trico in the U.S. and who came to Norway as a witness in this case, said he looks forward to working with Thomas Fairley, CEO of Trico's U.S. operations, with a just process that covers union organizing in Trico. "Now the workers in Trico have a fair chance to organize without being afraid for their jobs," Cheramie said.

yearly assessment on access to ports and terminals.

The Maritime Administration has the primary responsibility for encouraging the development and maintenance of a competitive United States merchant fleet that is capable of carrying the nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce. MarAd also seeks to ensure the U.S. has adequate shipbuilding and repair services, efficient ports, effective intermodal water and land transportation systems, and reserve shipping capacity in time of national emergency.

four U.S. maritime unions (including the SIU) that is working to help mariners in the Gulf of Mexico win union representation, take a big step forward in its campaign at Trico Marine.

Facing pressure in the form of a boycott from the Norwegian Oil and Petrochemical Workers Union (NOPEF), Trico's Norwegian branch signed a consent decree Nov. 7 in the local court in Volda, Norway.

According to the agreement, Trico has agreed to send a letter to every one of its U.S. mariners ensuring that the company accepts the right to organize and

NOPEF, meanwhile, agreed not to reinstate the boycott as long as Trico lives up to its end of the pact.

"I hope that this will show to be a positive contribution to the Trico workers' struggle to achieve unionization," said the president of NOPEF, Leif Sande. "NOPEF will carefully follow up their obligations in practice. If Trico will not end their union-busting campaign, they risk that we restart our boycott."

NOPEF International Secretary Jarle Vines pointed out that this case shows that international solidarity in the trade union

An OMU spokesman described the case as a victory for Trico workers. "This is the first time that a union has negotiated with Trico USA, and OMU looks forward to following this up," stated Wayne Savoie.

OMU is a federation composed of the SIU; the Marine Engineers' Beneficial Association; the International Organization of Masters, Mates & Pilots; and the American Maritime Officers.

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CIVMAR Notice Changes in MSC Force Medical Program

As reported earlier this year, the union has negotiated an agreement with the U.S. Military Sealift Command (MSC) regarding the Outport Medical Process. This process allows CIVMARS to receive medical examinations while on leave at sites which may be closer to their home.

Recently, MSC notified the union that it intends to implement changes to the Force Medical Program. These changes will establish new medical facilities in certain areas and redistribute certain medical force personnel away from the San Diego West Coast CSU. New facilities will be placed in Guam and Earle, New Jersey. As a result of this notice the union and MSC are negotiating about procedures and arrangements for CIVMARS who will be affected by these changes.

MSC has assured the union that redistribution of medical personnel away form the West Coast will not negatively impact service.

Members residing in Guam should note that the Force Medical Office in Guam is not intended to be a CSU (CIVMAR Support Unit). It is simply an additional medical facility for use by mariners who choose to receive a physical examination at this site. Procedures for Guam are the same as for any prearranged medical evaluation at an approved facility set by the Marine Placement Specialist (MPS) or MSO on board ship. The CIVMAR requests participation in the "outport medical program" and must agree to be responsible for reporting for the prearranged medical appointment during their leave period.

While undergoing a physical examination, mariners are considered to be in a duty status for pay purposes during the physical examination process. Physicals are completed on government time and at government expense. However, if you are found unfit for duty your pay status may change. Please note the following: If you are found not fit for duty (NFFD), you have several options:

You may request sick leave or other leave.

You may request to remain in a duty status, and you must report to the CSU at your own expense. At the CSU, you will receive your advanced notification of enforced leave. At this time you may seek second opinions, receive treatment to resolve your medical issues and undergo reevaluation by the respective Force Medical Officer. Finding a physician and/or a medical facility will be your responsibility as are any costs for these services.

 You may remain on leave or leave without pay (LWOP), whichever applies, while you seek second opinions; receive treatments or other evaluations close to your home. Finding a physician and a medical facility will be your responsibility.

If you have been declared not-fit-for duty and you remain abroad your personal health care insurance may or may not cover these types of follow-up care or evaluations. If you live abroad, you will be responsible for financial costs associated with a second opinion process (such as hotel and food costs) until you can demonstrate you are fit for duty. Make sure you check with your insurance carrier first!

It will also be important to keep in touch with your MPS at the APMC (your Detailer). To avoid any misunderstandings of your leave and pay status, have your MPS fax or e-mail your orders and confirm your duty status. Leave and pay status are important! Make sure you fully understand how these new programs work and how you will be affected before you agree to participate.

Notice:

'Geographic Shipping' Discussions: Unlicensed CIVMARS Not Included for Now!

Representatives of the union have been advised by our unit members that MSC has made a proposal to its licensed deck and engineer officers. MSC proposes to assign the officers to any ship regardless of the employee's past connection to either the east or west coast fleet. MSC is in discussion with the licensed officer unions regarding this matter and the SIU will continue to monitor the outcome.

The union has received questions concerning this proposed policy and how it might affect unlicensed mariners. This proposal does not apply to unlicensed CIV-MARS. As previously reported, in June 2002 the union entered into a Memorandum of Understanding with MSC mapping out a step-bystep labor relations plan.

The union had three goals when negotiating this plan: to complete negotiations for the CMRI, negotiate a new union contract to cover both the east and west coast units and to bring wage parity to CIVMARS on each coast. The union believes it is well on the way to achieving these goals. The agreement provides that only when these goals are achieved could MSC implement an "any ship/any ocean" policy for unlicensed CIVMARS. Currently, unlicensed mariners may be assigned to either coast based upon their own request or as a result of agency mission requirements.

The union and MSC will continue working together to meet the MOU objectives for the long-term benefit of all MSC employees. Currently, we are working on CMPI 750: Discipline which includes adverse actions. This instruction affects all mariners and the union is bargaining the impact of the agency's proposed changes with the best interest of all CIVMARS in mind. Future Seafarers LOG articles will include updates on our progress.

Retired NMU Port Agent Humphrey Dies at 80

Gordon Humphrey, a former National Maritime Union mariner and official, passed away Oct. 6 in Kelso, Wash. He was 80.

Answering his call to the sea at the onset of World War II, Humphrey trained as a pharmacist at Sheepshead Bay, N.Y. in November 1942. Upon completion of his training, he boarded American Foreign Steamship Co.'s *Bulk Oil* and made several voyages to the Far East, Europe and South America.

After returning to shore and joining the NMU in 1943 in the port of New York, he was selected for the NMU patrolman's position in Port Arthur, Texas. In the years that followed, he held the same post twice in San Francisco and once in Hawaii. Humphrey was promoted to port agent in Boston and later held the same position in Corpus Christi, Texas and San Pedro. Calif.

"Gordon was just a great all around person," recalled former NMU President Shannon Wall. "I sailed with him for years. In short, he was a fantastic shipmate and a real pleasure to be around. I was sailing as a bosun at the time and he was an AB. We worked very well together and got along great as friends. He will be greatly missed."

Active in grass roots politics, Humphrey directed a very conscientious political group while working in San Pedro. Local congressmen often



Gordon Humphrey Retired NMU Port Agent

called upon him to share the union's stances on various issues.

Besides the foregoing experiences with politicians, two events that occurred later boosted the mariner's political record. In 1980, President elect Ronald Reagan was scheduled to address the NMU convention in St. Louis. To Humphrey's surprise, Reagan requested that Humphrey escort him to the podium. Then, on May 11, 1982, California Congressman Glen Anderson read Humphrey's "American Merchant Marine Records" into the official records of the 97th Congress. About one month later, Humphrey retired from the NMU and settled in Kelso, Wash.

His wife of 47 years, Jean, his daughter Christy and three granddaughters survive Humphrey: Gabrielle, Gayla and Heavenly.

NOTICE 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.

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 2001 calendar year, the fee cost associated with this representation amounts to 66.37 percent of the dues amount. This means that the agency fee based upon the dues would be \$265.48 (two hundred sixtyfive dollars and forty-eight cents) for the applicable year. An appropriate reduction also will be calculated for working dues. This amount applies to the 2003 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 2002 and November 30, 2003 will have this calculation applied to their 2003 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2004, your objection must be received by December 1, 2003. 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 2001. 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.

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 arbitrator 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.

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-

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

Recertified Bosuns Say Union, School Help Nudge Many onto Better Path

Over the years, the Seafarers International Union consistently has provided unlicensed mariners with the opportunities and skills necessary to achieve success and provide for their loved ones and family members.

This assessment was echoed repeatedly on Nov. 4 by members of the SIU's newest class of recertified bosuns as they addressed fellow members and unlicensed apprentices during the monthly membership meeting in Piney Point, Md.

Sharing their views on how the union has impacted their respective lives, the 12 graduates of the Paul Hall Center's bosun recertification class No. 60 painted vivid images of how the union perpetuated their attainment of rewarding careers—and how those careers have translated into numerous quality-of-life improvements and rewards for themselves and those closest to them.

The four-week course-which blends classroom training, hands-on instruction and conferences with representatives of the union's various departments-is considered the "crown jewel" of the training available for deck department Seafarers. Those completing all course requirements and graduating were: Dirk Adams (from the port of Wilmington, Calif.), Gregory Agren (Tacoma, Wash.), Delroy Brown (San Francisco), Robert Cando (Norfolk, Va.), Stanley Daranda (New Orleans), Rodriquez Gonzales (Mobile, Ala.), Michael Hester (Tacoma, Wash.), Patrick Lavin (Brooklyn, N.Y.), Thomas Lynch (Jacksonville, Fla.), John Mendez (Philadelphia), Gavino Octaviano (San Francisco), and Grant Shipley (Jacksonville).

"The SIU has really enhanced my life," said Cando. "It has provided me with reliable employment, a steady and dependable income, health benefits, investment opportunities, retirement, vacation and this stateof-the art training facility (the Paul Hall Center) that keeps us all qualified." Cando has been an SIU member since 1990.

"My advice to the trainces is to remember that you always get out of something what you put in," Cando said. "When you are in your Phase II program, be prompt, show enthusiasm and participate. Volunteer during emergency drills, always use your safety equipment and don't leave things up to chance. Always ask questions and be sensible when ashore."

Octaviano joined the SIU in San Francisco in 1991. Now a five-time Piney Point upgrader, the 44-year-old Seafarer appreciates his choice of careers.

"The SIU changed my life," he proudly proclaimed. "It has been good to me and my family by providing good health and medical benefits to us."

Suggesting that the union could make their lives just as rewarding and successful as his has been, Octaviano told the apprentices, "Always keep a good positive attitude when you go out there (to sea) and become part of a crew. Work hard, be safe-



The SIU's newest recertified bosuns posed with union officials, above, shortly after their Nov. 4 graduation at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Graduating from the course and pictured are Dirk Adams, Gregory Agren, Delroy Brown, Robert Cando, Stanley Daranda, Rodriquez Gonzales, Michael Hester, Patrick Lavin, Thomas Lynch, John Mendez, Gavino Octaviano, and Grant Shipley. Joining them are SIU VP Contracts Augie Tellez, SIU Secretary-Treasurer David Heindel, VP Government Services Kermett Mangram, VP Atlantic Region Joseph Soresi, Plans Administrator Lou Delma, and Asst. VP Contract George Tricker.

ty conscious and always do the very best you can because you are the future of our union."

Adams joined the union in Piney Point and has been sailing for 20 years. "I have been in some countries that are rich and others which are poor," he continued. "While some people only dream about these experience of being a merchant mariner, I have lived it, thanks to the union. I would not have experienced any of this had it not been for the SIU. Being a trainee here (at the Paul Hall Center) built the foundation I needed in order see the world over while making a good living. The SIU is not just a job, it is a career."

Directing his attention to the trainees, Adams offered, "The SIU will build that foundation you will need if you plan to go to the top.... This school is the best unlicensed merchant marine school in the nation."

Hester joined the union in 1991 and has since seen the world while working in a host of capacities aboard a myriad of vessel types. According to him, the SIU made all his childhood dreams become reality.

"I was that boy in your high school class who was always looking out the window, I was the dreamer," said the Portland, Ore. native. "Thanks to the way of life offered to me by the Seafarers, I was given an opportunity to indulge my appetite for wandering, my desire for things exotic, and my need to escape the routine," he said.

> Hester told the trainees that the life of a merchant seaman is a gratifying and worthy one, that nowhere else in American industrial life today are there more opportunities to earn a good living and advance yourself than with the SIU. "Work hard out there," he advised. "Apply yourself to learning your trade, be a good shipmate and an honorable union member and you will be rewarded far more than you can possibly imagine today."

Lynch joined the SIU in1962 in the port of New Orleans. He has been sailing since he was 17 and had several lessons to offer the unlicensed apprentices.

Prepping them to the challenges they will encounter when they initially go to sea, Lynch offered, "Everyone on the vessel is there to help you. I will teach you everything I can, but you as students have to do one thing for yourselves: keep your ears open. Take a notebook with you and make a habit of writing things down that you don't understand. Also, don't be afraid to ask questions to the right people so you can get answers."

Speaking from his own experiences, Lynch assured the students, "if you take care of yourself, you will make good money and have a great career. You will have a lot of good things in your life because the SIU will give them to you: good medical, pension and great representatives," he said.

Gonzales, who donned the SIU colors in 1989, told the apprentices, "You have taken the first and most important step in your lives (enrolling in the program here). Use this and other opportunities that come your way to your full advantage, and nothing but good things will come to you."

A frequent upgrader at the Paul Hall Center, Gonzales reminded his fellow Seafarers that "everyone needs to constantly improve themselves. By upgrading, you not only enhance skills, you also make the union stronger."

Daranda told those in attendance that

Even though he was older than most when he began sailing, Agren has no regrets about joining the SIU. "I was 30 years old when I started sailing, but I have been doing pretty good since then," said the three-time upgrader who became a Seafarer in 1986. "I have not had any trouble getting a job."

Agren told the trainees that by taking advantage of the opportunities available at the Paul Hall center, they were already ahead in the game. "You don't know how lucky you are to have a school such as this, it teaches you all kinds of stuff."

Collectively, the remaining graduates—Shipley, Lavin, Brown and Mendez —reflected on the importance of upgrading at the school, the quality of training given by the center's staff, and the excellence of the facility's accommodations.

Shipley joined the union in 1992 in Norfolk. He has upgraded four times and, like his classmates, was grateful for the opportunities the school offers. "I want to thank all SIU members, those who came before me, those here now and those who will come in the future for all they have brought and will continue to bring to the union."

Lavin also had enhanced his skills on four occasions at the school. Having joined the SIU in 1974 in Piney Point, he felt especially close to the apprentices and spent a great deal of time with them when not in class.

"It was great to be back here in this environment and have the opportunity to spend time with the trainees," he said. "It was a lot of fun getting with them, sharing stories and teaching them how to tie different kinds of knots. We look forward to seeing you all out there."



Stanley Daranda hones his skills at the wheel as UA Leroy Jones looks on.

Brown has been sailing for more than 20 years. "I've had a great experience while here at Piney Point," he said. "I believe that the school has some of the world's best instructors and staff members. I would recommend that every Seafarer come here, take advantage of the great academic department and upgrade their skills." he said. Three-time upgrader Mendez joined the SIU in 1988 in Piney Point. "I just want to thank the SIU for all the opportunities it has afforded me and for enabling me to be a much better provider for my family than I ever thought possible," he said. "I'd like to send out a special thanks to everyone here (at the school) and at headquarters for all the hard work that goes on behind the scenes on behalf of all of us."



Thomas Lynch, right, discusses deck operations with two unlicensed apprentices as Gavino Octaviano, left, listens.

A veteran of the sea,

upgrading at the Paul Hall Center has made a world of difference in his career as well as in the way he views the union.

"I started out here as a trainee and was able to meet some of my goals," offered Daranda. "But going back to school has built me up and made me realize that I could make my career easier by upgrading my skills. So being back here and being able to talk to Mr. Red Campbell (retired SIU VP contracts) made me gain a stronger appreciation for what the older guys went through to make this a stronger union. We can honor them and what they went through by doing better in all areas of our careers. It's up to us to keep things moving in the right direction."

December 2002



Rain did not stop the rally participants in Pennsylvania (above) from listening to their candidate for governor, Ed Rendell. Participating in the event are (below, from left) AB Mike Mahoney, Crowley shoregang member John Gallagher, UIW Assistant VP Rob Wisler, OMU Ben Stanley and AB Chris Nandon.



Sen. Frank Lautenberg speaks at a union rally. Lautenberg, who replaced Sen. Robert Torricelli as the candidate for senator from New Jersey, won his election.





Taking part in the Lautenberg rally are (from left) Hudson County Central Labor Council President Pete Busacca, Joseph Soresi, Tom Soresi, Joe Mieluchowski, Jack Sheehan, Eddie Doruth, James

Malone, John Natoli, Joe Marinello and John Alberti.

Seafarers join New Orleans Port Agent Steve Judd (second from

right) at a rally for Senator Mary

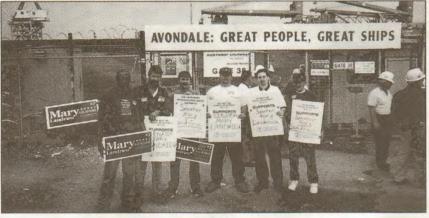
Landrieu at the Avondale ship-

yard. Landrieu won the primary

vote Nov. 5, and the race for the

senator from Louisiana will be

decided Dec. 7.



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 monthly membership meetings.

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

SIU Active in Mariner Documentation Talks

In an ongoing effort to protect mariners' rights and security, the SIU continues to participate in domestic and international meetings concerning mariner documentation under the auspices of the International Labor Organization (ILO).

The union is helping formulate the U.S. response-due by the end of this month-to an ILO initiative stemming from the attacks of September 11, 2001 and designed to provide a substantially improved international mandate for seafarers identification standards.

The ILO earlier this year sent a lengthy questionnaire to member nations concerning the security aspects of mariner identity documents. For instance, the poll includes questions about document format, mariners' rights, background checks, listing ratings, listing sea time, and identifying entities which will be authorized to issue the documents. It also includes a section on "external means of verifying the authenticity of the identity document or of the information given."

SIU Secretary-Treasurer David Heindel, vice chairman of the International Transport Workers' Seafarers' Section, represented the SIU last month and in October at meetings in Washington, D.C. and Geneva. He said the ILO plans to announce the results of the questionnaire early next year, then place the most popular proposals on the agenda for the organization's June 2003 conference.

The next steps would be ratification by individual member nations of whichever proposals are approved at the conference, followed by implementation of the new rules.

"The goal is to create new and improved mariner documents while protecting the rights and security of the mariners and the security of their ships and working environment," Heindel noted. "Mariner documents should be consistent worldwide and provide for a means by which authorities can verify that the individual mariner is who he claims to be."

Founded in 1919, the ILO is a United Nations agency that promotes social justice and internationally recognized human and labor rights.

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

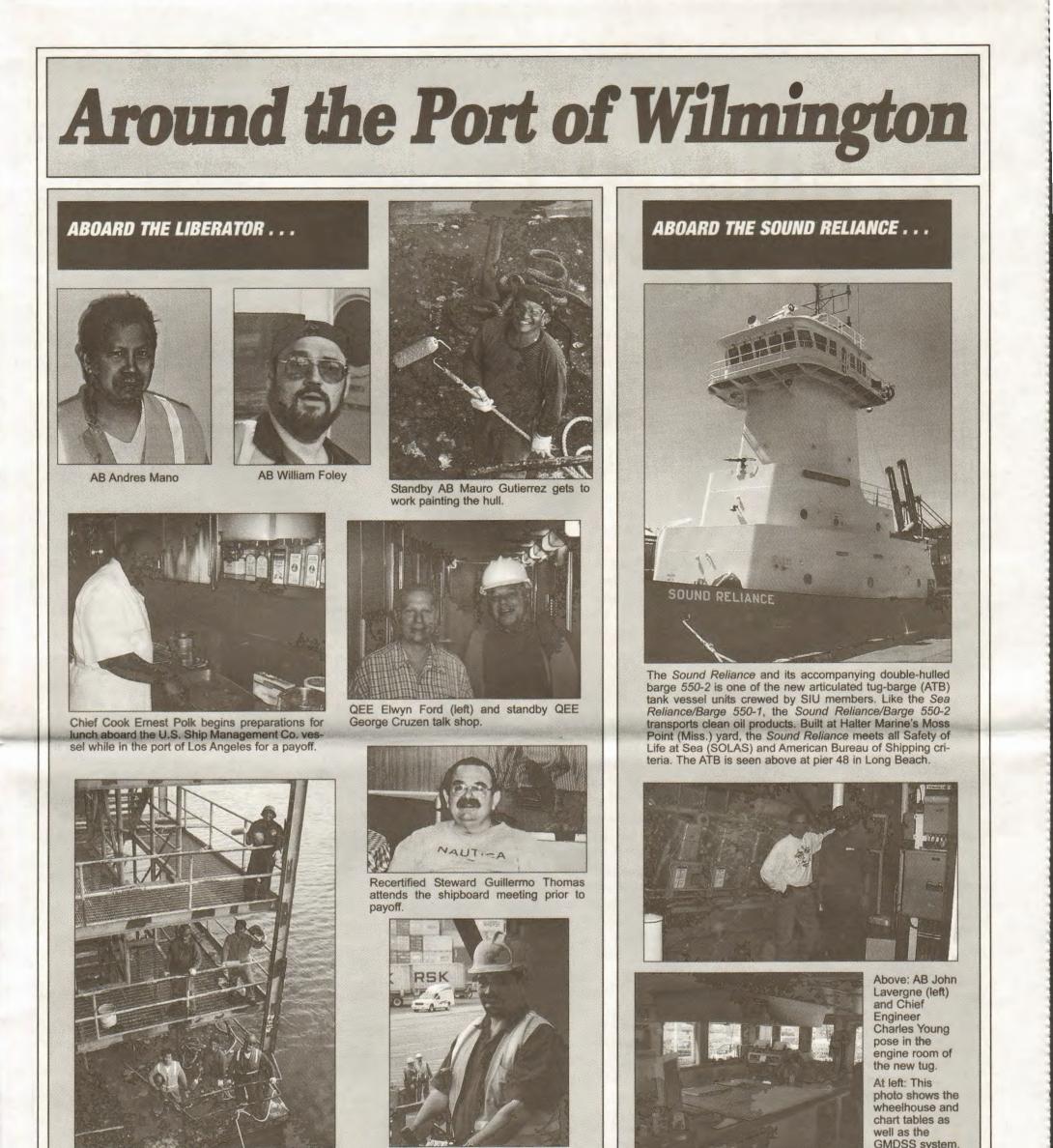
Below is the schedule of meetings for 2003. Each issue of the Seafarers LOG also lists the dates for the next two meetings scheduled in each port.

Membership Meetings in 2003													
Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	6	3	3	7	5	2	7	4	8	6	3	8
New York	Tuesday after first Sunday	7	4	4	8	6	3	8	5	9	7	4	9
Philadelphia	Wednesday after first Sunday	8	5	5	9	7	4	9	6	10	8	- 5	10
Baltimore	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Norfolk	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Jacksonville	Thursday after first Sunday	9	6	6	10	8	5	10	• 7	11	9	6	11
San Juan	Thursday after first Sunday	9	6	6	10	8	5	10	7	11	9	6	11
Algonac	Friday after first Sunday	10	7	7	11	9	6	11	8	12	. 10	7	12
Boston	Friday after first Sunday	10	7	7	11	9	6	11	8	12	10	7	12
Houston	Monday after second Sunday	13	10	10	14	12	9	14	11	15	13	10	15
New Orleans	Tuesday after second Sunday	14	11	11	15	13	10	15	12	16	14	12*	16
Mobile	Wednesday after second Sunday	/ 15	12	12	16	14	11	16	13	17	15	12	17

Duluth	Wednesday after second Sunday	15	12	12	16	14	11	16	13	17	15	12	17
San Francisco	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
Port Everglades	Thursday after second Sunday	16	13	13	17	15	12	17	14	18	16	13	18
St. Louis	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Honolulu	Friday after second Sunday	17	14	14	18	16	13	18	15	19	17	14	19
Wilmington	Monday after third Sunday	21*	18*	17	21	19	16	21	. 19*	22	20	17	22
New Bedford	Tuesday after third Sunday	21	18	18	22	20	17	22	19	23	21	18	23
Jersey City	Wednesday after third Sunday	22	19	19	23	21	18	23	20	24	22	19	24
Tacoma	Friday after third Sunday	24	21	21	25	23	20	25	22	26	24	21	26

*New Orleans change created by Veterans' Day holiday; Wilmington changes created by Martin Luther King's birthday, Presidents' Day and Paul Hall's birthday holidays.

December 2002 Seafarers LOG



All the standby ABs join forces to paint the hull.

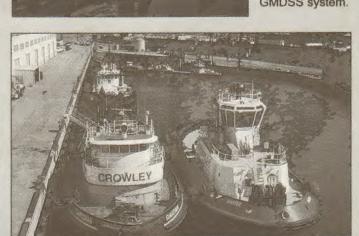


Dennis Pickering is an AB aboard the Liberator.

Relief Bosun Bob Pagan controls the crane to bring stores and other gear aboard ship.



Relief Steward Hans Schmuck gathers the ingredients needed for a super salad bar.



Tied up along the same pier as the Sound Reliance are the Crowley tugs Guardian, Master and Tioga.

December 2002

2003 **1 ji 1 ji**

Four-year colleges and universities have raised their tuitions and fees by an average of 9.6 percent for the current school year, notes the College Board in a recent survey of colleges. This is the largest price hike in the past 10 years, caused mainly by state budget cuts, dwindling endowments and a slowing economy.

The tuition increases, in addition to a rise in the costs for room and board, have resulted in the average annual cost of attending a four-year public university for students who live on campus to be \$9.663—or \$672 more than last year.

Those attending two-year public schools are seeing an average annual increase of 7.9 percent.

Many students secure some sort of financial aid, but much of that money is in the form of loans—which eventually must be repaid—and only puts a student deeper in debt.

Seafarers and their spouses and children who plan to attend college next year have a benefit unique to them. For in addition to any other grants or stipends they may be awarded, they also are eligible to apply for one of eight scholarships from the Seafarers Health and Benefits Plan.

Three of the scholarships are reserved for SIU members. One 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. The other five scholarships will be awarded in the amount of \$20,000 each to the spouses and dependent children of Seafarers.

The first step in the application process is sending away for the Seafarers Scholarship Program booklet. To receive a copy of this guide, fill out the coupon at the bottom of his page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should then check the eligibility information and, if they are eligible, should start collecting some of the other paperwork which must be submitted along with the full application by the **April 15, 2003** deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the requests are made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals. A photograph of the applicant as well as a certified copy of his or her birth certificate also need to be included.

The selection committee looks at the high school grades of all applicants and also checks the scores of either their Scholastic Aptitude Tests (SAT) or American College Tests (ACT). Therefore, arrangements should be made to take these exams no later than February 2003 to ensure the results reach the committee in time to be evaluated.

Those Seafarers and dependents who previously have applied for a Seafarers scholarship and were not selected are encouraged to apply again this year, provided they still meet all the eligibility requirements.

Don't let the steadily increasing costs of a college education stop you from reaching your goals. The Seafarers Scholarship Program can make a difference!

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, 2001 through December 31, 2001. 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, 2001 were \$560,137.

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, 2001, the premiums paid under such "experience-rated" contracts were \$549,360, and the total of all benefit claims paid under these experience-rated contracts during the plan year was \$313,208.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$21,694,222 as of December 31, 2001, compared to \$24,391,989 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$2,697,767. 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 \$8,285,742 including employer contributions of \$6,458,792, realized gains of \$185,235 from the sale of assets, and earnings from investments of \$1,638,924.

Plan expenses were \$10,983,509. These expenses included \$1,562,719 in administrative expenses and \$9,420,790 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:

- an accountant's report;
 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
- insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write the office of Mr. William Dennis, who is Administrator, Board of Trustees of the Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$3.90 for the full annual report or 10 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 Welfare Fund of the NMU Pension and Welfare Plan, 360 West 31st 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 PLAN AND ANNUITY PLAN 401 K PLAN

This is a summary of the annual report for the NMU Pension Plan and Annuity Plan 401 K Plan EIN 13-6592643, Plan No. 002, for the period January 1, 2001 through December 31, 2001. 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 \$258,610. These expenses included \$258,610 in benefits paid to participants and beneficiaries. A total of 329 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 \$2,571,889 as of December 31, 2001, compared to \$2,345,497 as of January 1, 2001. During the plan year, the plan experienced an increase in its net assets of \$226,392. 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 \$485,002 including employee contributions of \$639,239 and earnings from investments of \$(162,133).

Your Rights to Additional Informatio

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;
- assets held for investment;
 - insurance information, including sales commissions paid by insurance carriers; and

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

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 Mr. William Dennis, who is Plan Administrator, Board of Trustees of the
NMU Pension and Welfare Plans, 360 West 31* Street, New York, NY 10001; tele- phone (212) 337-4900. The charge to cover copying costs will be \$1.90 for the full annual report or 10 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 state- ments 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 por- tions 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 N1513, 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, 2001 through December 31, 2001. 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 \$36,110,795. These expenses included \$6,308,760 in administrative expenses and \$29,802,035 in benefits paid to participants and beneficiaries. A total of 14,542 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 \$595,246,250 as of December 31, 2001, compared to \$575,993,998 as of January 1, 2001. During the plan year, the plan experienced an increase in its net assets of \$19,252,252. 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 \$55,363,047 including employer contributions of \$11,452,666, realized gains of \$6,887,591 from the sale of **assets**, earnings from investments of \$31,140,270, unrealized **appreciation** of assets of \$5,868,237 and other income of \$14,283.

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 the Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$9.30 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, 2001 through December 31, 2001. 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 \$15,419,286 as of December 31, 2001, compared to \$15,967,279 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$547,993. 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 \$45,728,400 including employer contributions of \$43,642,403, realized gain of \$682,570 from the sale of assets, earnings from investments of \$1,502,961, and unrealized depreciation of \$(99,534).

Plan expenses were \$46,276,393. These expenses included \$5,577,843 in administrative expenses and \$40,698,550 in benefits paid to participants and beneficiaries.

You 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:

- An accountant's report;
 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 of the Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.40 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.

- 1) an accountant's report;
- 2) financial information and information on payments to service
- providers;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 Mr. WIlliam Dennis, who is Administrator, Board of Trustees of the NMU Vacation Plan, 360 West 31st Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$2.30 for the full annual report or 10 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 31st 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 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, 2001 through December 31, 2001. 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 427,293. These expenses included 174,498 in administrative expenses and 2522,795 in benefits paid to participants and beneficiaries. A total of 8,411 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 \$13,723,415 as of December 31, 2001, compared to \$9,981,416 as of January 1, 2001. During the plan year, the plan experienced an increase in its net assets of \$3,741,999. 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 \$4,169,292 including employer contributions of \$3,755,926, employee contributions of \$67,996, earnings from investments of \$391,608 and unrealized (depreciation) of assets of \$(46,238).

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;
- 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 the Board of Trustees of the Seafarers

SUMMARY ANNUAL REPORTS

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, 2001 through December 31, 2001. 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 \$1,463,692 as of December 3, 2001, compared to \$2,003,004 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$539,312. 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 \$7,301,364 including employer contributions of \$7,162,051 and earnings from investments of \$139,100.

Plan expenses were \$7,840,676. These expenses included \$725,764 in administrative expenses and \$7,114,912 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:

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, 2001 through December 31, 2001. 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

employer contributions of \$974,462, realized losses of \$7,161,426 from the sale of assets, and earnings from investments of \$11,112,957.

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

Trustees of the NMU Pension and Welfare Plan, 360 West 31st Street, New York, NY 10001; telephone (212) 337-4900. The charge to cover copying costs will be \$8.20 for the full annual report or 10 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 Plan, 360 West 31* 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 N1513, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1,80 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. Benefits under the plan are provided through a trust fund. Plan expenses were \$36,134,184. These expenses included \$2,641,357 in administrative expenses and \$33,492,827 in benefits paid to participants and beneficiaries. A total of 10,517 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 \$357,980,940 as of December 31, 2001, compared to \$388,800,076 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$30,819,136. 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 or the cost of assets acquired during the year. The plan had a total income of \$5,315,048 including

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;

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 Mr. William Dennis, who is Administrator, Board of

December 2002 Seafarers LOG 11 \$

Tacoma-Area Seafarers Welcome S

When SIU President

Executive Vice President

John Fay met last month

with Seafarers at the union

hall in Tacoma, Wash. and

aboard ships in the area,

there was no shortage of

important, timely matters

During the monthly

membership meeting Oct.

25 at the hall and throughout that same week on

to be discussed.

Michael Sacco and

Officials, Members Discuss SIU Jobs, MSP, Homeland Security and More



On the weather deck of the Cape Intrepid, Seafarers and officials discuss the role of the Cape ships in the event of an RRF activation. Pictured from left to right are Port Agent Bryan Powell, SIU President Mike Sacco, Recertified Bosun Dana Cella, SIU Exec. VP John Fay and **GUDE Billy Borne.**



SIU President Mike Sacco, Chief Steward Joia de Leon, Port Agent Bryan Powell





Seafarers-contracted vessels, Sacco led discussions about vital topics including:

New shipboard job opportunities for the SIU;

The union's push to extend and expand the U.S. Maritime Security Program (MSP);

The continued readiness of the SIU fleet for anticipated military activa-

H and the T SPAD tary po and the politica B

tions;

at the Maritin Educat T

ABOARD SHIP

SIU President Sacco, Exec. VP Fay

omeland security U.S. Coast Guard;

the importance of the union's volunlitical action fund) union's constant l activity;

enefits of upgrading aul Hall Center for ne Training and on; and

ne lockout of West

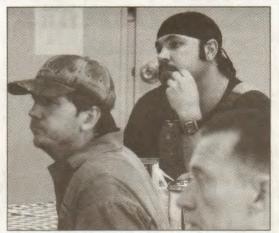
Coast longshoremen and how it relates to the SIU and labor as a whole.

Chief Steward Terry White attended the membership meeting and said he welcomed the presence of Sacco and Fay. "We were really impressed," White stated. "People were happy to see the top officials at the hall. Everyone was encouraged by what they had to say, and there's definitely reason to be optimistic about the future." Sacco addressed the

membership and answered questions for an hour—a fact not lost on QMED Joe Laguana. "It was a good meeting for getting questions answered," Laguana noted. "Mike talked about the military contacts and the fact that we have to be ready to go.... I always come to the meetings and they're always good, but this one was educational and outstanding."

QMED Michael Birke described the meeting as "informational" and said he wasn't surprised to see Sacco at the hall. "I've met Mike many times before and seen him at different SIU halls."

The membership meeting drew a standing-room crowd.



QMED Alan Ward, GUDE Joe Flesner and Electrician Stanley Castro listen while SIU President Mike Sacco speaks aboard the Cape Island in Tacoma, Wash.



At the SIU hall in Tacoma, Wash., SIU President Mike Sacco (right) reviews some of the programs offered at the Paul Hall Center with AB Tzvetan Ovalov.



SIU Asst. VP Don Anderson reads the secretary-treasurer's report during the membership meeting.









Right: Tacoma SIU Port Agent Bryan Powell reads his report during the meeting. Pictured at his left is SIU Exec. VP John Fay. At his right is SIU Representative Trebion Dixon.

e Tacoma hall for the October membership meeting.

Right: SIU President Mike Sacco discusses the push for a new aritime Security Program during the membership meeting in Tacoma. Pictured at Sacco's left is SIU VP West Coast Nick Marrone.





Recertified Steward Brenda Kamiya, SIU President Mike Sacco

December 2002 Keafarers LOG 13

Final Departures

DEEP SEA

JOSEPH ADAIR

Brother Joseph Adair, 71, died Aug. 10. He joined the Seafarers in 1951 in the port of New Orleans. Brother Adair sailed in the deep sea as well as inland divisions. His initial voyage was aboard the Alcoa Roamer. The Florida-born mariner shipped in the deck department and last worked on the Samuel L. Cobb. Brother Adair lived in Pierce, Fla.

ANASTASIOS AVZANGELIS



Pensioner Anastasios Avzangelis, 88, passed away July 12. Brother Avzangelis started his SIU career in 1951 in the port of New York. His

initial SIU voyage was aboard the William H. Aspinwal, a Sprogue Steamship Co. vessel. Born in Greece, he shipped in the engine department. Brother Avzangelis last went to sea aboard Sea Transport, Inc.'s Columbia. He lived in Greece and began receiving his pension in 1980.

NATHANIEL AYLER



Pensioner Nathaniel Ayler, 78, died Oct. 3. He began his career with the Seafarers in 1942 in the port of Philadelphia. Brother Ayler first went to sea

on the Cedar Rapid, an Isbradtsen Co. vessel. Born in Alabama, he shipped in the steward department. Brother Ayler was a resident of Mobile, Ala. He began collecting compensation for his retirement in 1981

RALPH BAKER



Pensioner Ralph Baker, 75, passed away recently. Brother Baker launched his career with the Seafarers in 1962 in the port of Houston. A

Pensioner Allen

Batchelor, 90, died Aug. 20.

He commenced

his SIU profes-

sion in 1952 in

the port of New

U.S. Navy veteran, his first SIU ship was the Ft. Hoskins, an Interocean Management Corp. vessel. The Lancaster, Ohio native worked in the deck department and last went to sea aboard Puerto Rico Marine Management's Kaimoku. Brother Baker made his home in New Orleans and started receiving retirement stipends in 1992

ALLEN BATCHELOR



Stewards (MC&S) in 1967 in San Francisco. Born in Texas, she sailed in the steward department. Sister Blackwell was a resident of El Paso, Texas and began collecting compensation for her retirement in 1978.

WILLIAM BURKE

ment member last worked on the Sea-Land Enterprise. Brother Burke began collecting compensation for his retirement in 1999 and lived in the Philippines.

JOSE DaCOSTA

Pensioner Jose DaCosta, 86, died July 11. Brother DaCosta embarked on his vocation with the Seafarers in 1952 in the port of

Baltimore. The Brazilian-born mariner shipped in the deck department and last went to sea aboard Puerto Rico Marine Management's Northern Lights. Brother DaCosta started receiving retirement stipends in 1981. He called Baltimore home.

TIMOTHY DALLY



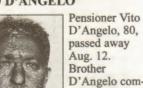
Fla. His first Born in Yokosuka, Japan, Brother

GEORGE DANG



steward department. Brother Dang called San Francisco home. He began collecting his pension in 1973.

VITO D'ANGELO



Pensioner William Burke, 70, passed away July 5. Brother Burke joined the SIU in 1970 in Detroit. Born in Canada, he worked in the Great Lakes and

deep sea divisions. The deck depart-

Brother Timothy Dally, 44, passed away Aug. 22. He started his career with the Seafarers in 1990 in the port of Jacksonville,

ship was the CPL Louis J. Hauge Jr. Dally worked in the deck department. He last sailed on the Sea-Land Atlantic. Brother Dally was a resident of Atlantic Beach, Fla.



shipped in the

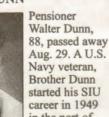


menced his

career with the

Westchester Marine's Golden Endeavor. He called Mobile, Ala. home and began receiving his pension in 1997.

WALTER DUNN

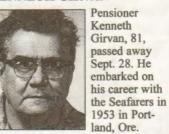


started his SIU career in 1949 in the port of Mobile, Ala.

Alcoa Partner. The steward depart-

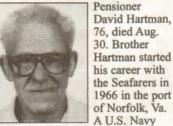
Management vessel. He began receiving his pension in 1996 and lived in his native commonwealth.

KENNETH GIRVAN



Brother Girvan initially went to sea aboard the President Wilson. Born in Alaska, he shipped in the steward department and last worked on the Ewa. Brother Girvan resided in Newburg, Ore. He began receiving his retirement compensation in 1987.

DAVID HARTMAN



veteran, Brother Hartman worked in both the deep sea and inland divisions. Born in Niagara Falls, N.Y., Brother Hartman sailed in the deck department. He last went to sea on the Cape Race. Brother Hartman began receiving his pension in 1995 and lived in Norfolk, Va.

Pensioner

Sept. 15.

with the

Surabaya,

Edward Hassan,

84, passed away

Brother Hassan

began his career

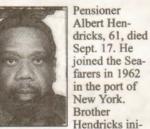
MC&S. Born in

EDWARD HASSAN



Indonesia, he shipped in the steward department and started collecting his pension in 1977. Brother Hassan made his home in Albany, Ore.

ALBERT HENDRICKS



tially went to sea aboard Bull Steamship Co.'s Elizabeth. The Mobile, Ala. native shipped in the steward department and last sailed on the PFC Eugene A. Obregon. Brother Hendricks began receiving his pension in 2000 and lived in Alabama.

KUNG HO



SYLVESTER HOOVER



Pensioner Sylvester Hoover, 75, passed away Aug. 22. The U.S. Navy veteran joined the Seafarers in 1968 in San Francisco.

Brother Hoover's first ship was the President Adams. Born in Pennsylvania, he sailed as a member of the steward department. He last went to sea on the Manoa and started receiving his pension in 1985. Brother Hoover was a resident of Seabring, Fla.

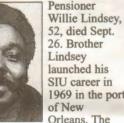
WILLIAM LE COU



Pensioner William Le Cou, 75, died Aug. 20. Born in California, he was a veteran of the U.S. Navy. Brother Le Cou joined the SIU in 1960

in the port of Wilmington, Calif. His initial voyage was aboard the Alamar. The engine department member started receiving his pension in 1992. He was a resident of Lytle Creek, Calif.

WILLIE LINDSEY



launched his SIU career in 1969 in the port Orleans. The Mississippi-born mariner first sailed

aboard Waterman Steamship Corp.'s Hastings. Brother Lindsey worked in the engine department, last sailing on the Sgt. William R. Button. More recently, he worked as a crane maintenance electrician in New Orleans. Brother Lindsey began receiving his pension in 1999 and was a resident of Natalbany, La.

CARLOS LUNA



Carlos Luna, 85, passed away Sept. 30. Brother Luna began his career with the Seafarers in 1947 in the port of Baltimore.

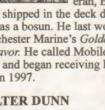
Pensioner

Born in Puerto Rico, he shipped in the steward department. Brother Luna's final voyage was aboard Puerto Rico Marine Management's Carolina. He lived in Kenner, La., and began receiving disbursements for his pension in 1979.

ANTHONY MARGIOTTA



Pensioner Anthony Margiotta, 75, died Sept. 24.



His first SIU voyage was on the ment member last worked on

77, died Aug. 14. Brother Drew joined the Seafarers in 1951 in the port of New York. A U.S. Navy veteran, the

Land Perform-

ance. Brother

shipped in the

deck depart-

ment and last

sailed on the

T. Williams,

operated by

Pensioner

81, passed

joined the

Seafarers in

of New York.

Born in South

1959 in the port

George Doest,

away Aug. 2.

Brother Doest

American Overseas Marine. He

America, he initially sailed aboard

an Isco Inc. vessel. The engine

department member last worked

aboard the Sea-Land Pittsburgh.

in The Woodlands, Texas.

WILLIAM DREW

Brother Doest started receiving his

pension in 1985 and made his home

lived in New Bedford, Mass.

GEORGE DOEST

PFC Dewayne

De Sousa

Maine-born mariner first sailed on the Del Rio, a Delta Steamship Lines vessel. Brother Drew shipped in the engine department. He began col-

Pensioner

William Drew,

lecting compensation for his retirement in 1981 and made his home in

Morehead City, N.C.

BEVERLY DUNN

Pensioner Beverly Dunn, 69, died Aug. 2. Brother Dunn career in 1955 in the port of

started his SIU New York. A U.S. Army vet-

eran. Brother Dunn shipped in the deck department as a bosun. He last worked on

York. The Newton, Ga. native worked

in the engine department and last went to sea on the Patriot, an Ocean Carriers Inc. vessel. Brother Batchelor began receiving his pension in 1985. He called North Miami Beach, Fla. home.

LAVETA BLACKWELL



Pensioner Laveta Blackwell, 57, passed away recently. Sister Blackwell started her career with the Marine Cooks &



the port of New York. The Massachusetts native shipped in the deck department and sailed on many vessels during his career including the Steel Admiral and the Robin Good Fellow. Brother D'Angelo resided in Miami Lakes, Fla. and started receiving compensation for his retirement in 1967.

EUGENIO DE SOUSA

Brother Eugenio De Sousa, 31, died Sept. 20. He joined the Seafarers in 1989 in the port of Piney Point, Md. The Massachusetts-born mariner initially went to sea aboard the Sea-

Waterman Steamship Corp's Jefferson Davis. Brother Dunn began receiving compensation for his retirement in 1979 and made his home in Alabama.

REYES FLORES



Reyes Flores, 55, died July 9. **Brother Flores**

Seafarers in 1969 in the port of New York.

Born in Puerto

Rico, he shipped in the deck department and last worked on the Humacao, a Puerto Rico Marine

began his career with the MC&S. Born in China, he worked in the steward depart-

ment. Brother Ho started receiving compensation for his retirement in 1969 and was a San Francisco resident.

RICHARD HOLMES

Brother Richard Holmes, 79, died Sept. 8. He joined the Seafarers in 1968 in the port of Houston. A U.S. Navy veteran, Brother Holmes worked in the engine department. He last went to sea on the Overseas Marilyn. Brother Holmes made his home in Texas.

The U.S. Army veteran embarked on his SIU career in 1953 in the port of New Orleans.

The Louisiana native worked in the steward department and lived in New Orleans. Brother Margiotta started receiving compensation for his retirement in 1981.

MICHAEL MASTROGANNIS

Pensioner Michael Mastrogannis, 64, passed away June 3. Born in Greece, he joined the SIU in 1969 in the port of New York. Brother Mastrogannis was a member of the deck depart-

Continued on page 18

Seafarers LOG December 2002

Dispatchers' Report for Deep Sea

OCTOBER 16 - NOVEMBER 15, 2002

		All Grou	STERED ps	10	TAL SHI		Trip		All Grou	DN BEACH
			Class C	Class A	Class B		Reliefs			Class C
ort				D	ECK D	EPARTME	INT			
lgonac	0	0	2	1	0	1	0	2	3	2
altimore	4	3	4	8	2	0	0	6	1	4
uam	1	1	3	0	2	1	0	3	2	2
onolulu	11	10	2	9	8	0	6	14	11	4
ouston	20	17	12	20	10	7	13	43	22	37
acksonville	44	32	9	26	18	4	19	67	46	22
lobile	8	14	1	13	6	0	3	22	14	6
iew Orleans	22	13	10	18	14	4	. 9	28	23	25
lew York	29	12	19	22	9	5	5	53	23	43
orfolk	13	15	6	7	8	3	2	19	30	11
hiladelphia	3	1	1	2	4	1	0	8	4	4
iney Point	2	13	1	3	1	0	1	3	13	1
uerto Rico	8	4	4	4	4	3	1	17	11	2
an Francisco	27	9	3	16	8	3	7	37	14	6
t. Louis	0	5	2	1	2	1	0	1	8	3
acoma	36	23	11	23	11	5	18	53	30	22
Vilmington	28	15	14	19	10	3	7	38	26	25
otals	256	187	104	192	117	41	91	414	281	219
ort					IGINE I	DEPARTM			-	
lgonac	0	1	1	0	1	1	0	0	1	3
altimore	4	3	1	2	0	1	0	6	7	1
luam	0	0	1	0.	0	1	0	0	1	1
lonolulu	3	4	4	4	1	0	2	7	12	6
louston	16	5	5	9	7	1	• 3	31	6	16
acksonville	21	16	5	21	14	1	10	31	33	13
ſobile	5	4	0	3	4	0	0	9	8	4
lew Orleans	9	9	2	7	4	0	2	14	16	6
lew York	7	13	13	7	7	3	4	19	27	20
lorfolk	8	11	2	7	4	0	1	12	19	5
hiladelphia	2	2	1	4	3	0	1	5	4	2
iney Point	1	4	0	2	1	0	1	3	8	2
uerto Rico	6	1	0	2	1	0	1	8	6	0
an Francisco	8	5	7	6	5	5	2	17	6	7
t. Louis	2	2	0	0	1	0	0	2	2	2
acoma	12	24	6	11	20	2	12	21	25	15
Vilmington	6	8	6	5	4	1	2	18	15	13
otals	110	112	54	90	77	16	41	203	196	116
ort				STE	EWARD	DEPART	MENT			
lgonac	0	3	0	0	1	0	0	0	2	0
altimore	2	2	0	3	2	0	2	4	0	0
iuam	1	0	1	0	0	0	0	1	2	1
lonolulu	10	4	1	6	1	0	4	15	11	4
louston	15	1	4	10	3	1	4	22	3	6
acksonville	14	6	7	13	7	3	7	32	13	11
Iobile	3	5	2	2	3	0	0	4	4	3
lew Orleans	9	5	1	7	4	2	4	14	7	1
lew York	12	3	7	15	1	2	5	19	5	12
lorfolk	9	11	2	6	2	0	4	12	23	7
hiladelphia	2	2	0	2	. 0	0	1	6	2	0
iney Point	2	5	1	4	3	0	1	6	7	2
uerto Rico	1	2	1	2	0	1	1	3	3	1
an Francisco	26	3	0	21	3	1	9	36	5	0
t. Louis	1	0	0	1	0	0	0	1	0	0
acoma	15	1	2	13	0	3	4	32	3	1
Vilmington	23	6	4	11	4	1	8	39	17	3
otals	145	59	33	116	34	14	54	246	107	52
ort						EPARTM				
lgonac	0	1	1	0	0	0	0	0	3	3
altimore	0	4	10	0	1	5	0	0	6	9
huam	0	1	1	0	1	0	0	0	3	4
lonolulu	9	11	15	4	6	1	0	12	34	30
louston	3	12	11	3	8	2	0	3	32	50
acksonville	1	16	16	3	6	8	0	3	26	38
lobile	0	5	3	0	4	3	0	1	7	7
lew Orleans	4	5	9	2	4 5	2	0	7	10	21
ew York	4	23	30	5	14	7	0	12	56	66
orfolk	0	12	12	0	6	6	0	0	17	21
	1	12	12	-	0	0	0	1	0	21
hiladelphia	1	12	19	1	-	20	0	1	27	12
iney Point uerto Rico	1	12	4	0	6		0	4	10	5
	1	5 14		1	1 8	3	0	4	27	5 16
an Francisco		14	4			3		8 0	27	16
t. Louis acoma	0	12	0	0	0	0	0			
acoma	4	13	15	3	13	1	0	6	35	37
	2	6	10	5	6	1	0	5 63	9 304	18
Vilmington		4.40	1/1	A.O.					411/	
	42	140	161	30	86	63	0	03	304	339

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

Piney Point	Monday: January 6, February 3
Algonac	Friday: January 10, February 7
Baltimore	Thursday: January 9, February 6
Boston	Friday: January 10, February 7
Duluth	Wednesday: January 15, February 12
Honolulu	Friday: January 17, February 14
Houston	Monday: January 13, February 10
Jacksonville	Thursday: January 9, February 6
Jersey City	Wednesday: January 22, February 19
Mobile	Wednesday: January 15, February 12
New Bedford	Tuesday: January 21, February 18
New Orleans	Tuesday: January 14, February 11
New York	Tuesday: January 7, February 4
Norfolk	Thursday: January 9, February 6
Philadelphia	Wednesday: January 8, February 5
Port Everglades	Thursday: January 16, February 13
San Francisco	Thursday: January 16, February 13
San Juan	Thursday: January 9, February 6
St. Louis	Friday: January 17, February 14
Tacoma	Friday: January 24, February 21
Wilmington	Tuesday: January 21* Tuesday: February 18* *(changes created by Martin Luther King's birthday and Presidents' Day)

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

Personal

LEON "MICK" SMITH

Anyone knowing the whereabouts of Leon "Mick" Smith, please contact his brother, Clement Smith, at 253 Rutter Ave., Kingston, PA 18704; or telephone (570) 287-1485 or (570) 287-3345. Smith, 77, was a merchant mariner who sailed on the Great Lakes. In 1991, he was known to live in the Chicago area. HUBERT "RED" HOUSE

Please contact Hubert Jackson at (910) 594-0127, or write him at 88 Johnston Hwy, Newton Grove, NC 28366. Would like to reminisce about the taxi ride from Portland to Newport, Ore. and other "stuff."

Corrections

In the October 2002 *LOG*, the photos of deceased members **Ronald Krug** and **John McGreevy** were inadvertently witched. Both obituaries follow in their entirety.

RONALD KRUG



Pensioner Ronald King, 65, died June 7. Brother Krug began his SIU career in 1961 in Cleveland. He first worked on a .

*"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. vessel operated by Erie Sand Gravel Co. Brother Krug was a member of the deck department and last shipped aboard a Great Lakes Dredge & Dock Co. vessel. He started receiving compensation for his retirement in 1998 and lived in Ohio.

JOHN McGREEVY



Pensioner John McGreevy, 79, passed away July 20. Brother McGreevy started his career with the Seafarers in 1960 in Detroit. Born in Wilkes-Barre, Pa., he shipped in the deck department. Brother McGreevy worked primarily aboard vessels operated by Great Lakes Associates, Inc., including the *Seniority Men.* He started receiving his pension in 1987 and lived in Ashley, Pa.

December 2002

Seafarers International Union Directory

Michael Sacco, President John Fay, Executive Vice President David Heindel, Secretary-Treasurer Augustin Tellez, Vice President Contracts Tom Orzechowski, Vice President Lakes and Inland Waters Dean Corgey, Vice President Gulf Coast Nicholas J. Marrone, Vice President West Coast Joseph T. Soresi, Vice President Atlantic Coast

Kermett Mangram, Vice President Government Services René Lioeanjie, Vice President at Large Charles Stewart, Vice President at Large --

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division: (718) 832-8767 NORFOLK

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

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

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

PORT EVERGLADES 1221 S. Andrews Ave., Ft. Lauderdale, FL 33316 (054) 522,7084

NMU Monthly Shipping & Registration Report **NOVEMBER 2002 REGISTERED ON BEACH TOTAL REGISTERED TOTAL SHIPPED** Trip **All Groups All Groups All Groups** Group I Group II Group III Group I Group II Group III Group I Group II Group III Reliefs **DECK DEPARTMENT** Port Boston Houston Harvey, LA New York Norfolk San Pedro Tacoma Totals **ENGINE DEPARTMENT** Port Boston Houston Harvey, LA New York Norfolk San Pedro Tacoma Totals **STEWARD DEPARTMENT** Port Boston Houston Harvey, LA New York Norfolk San Pedro Tacoma Totals **ENTRY DEPARTMENT** Port T Boston Houston Harvey, LA New York Norfolk San Pedro

Following are more photos and tales from retiree Phil Rosenstein of Corpus Christi, Texas, who has been a frequent contributor to the LOG.

PICS-FROM-THE-PAST

Tacoma

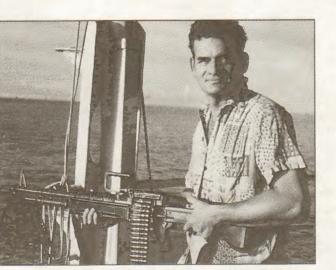
Totals

Totals All

Departments

Rosenstein writes: "Sometime during the 1960s, I relieved Bosun Pete Brusasco on board the Volunteer State, a States Marine Victory ship. Pete lived in Portland, Ore. and invited me to his home whenever I was in the area. Pete had a business that he worked at in between ships-retrieving logs from the bottom of the Willamette River. Yes, logs don't always float. There were a lot of logs that sank to the bottom."

The photo below is of Pete, leaning against one of the square logs he pulled up.



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

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

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

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

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



The photo above was taken of Rosenstein in 1967 when he was bosun aboard the Boise Victory, owned and operated by Keystone Shipping Co.

"We made several trips into Vietnam during the war. The U.S. Army brought 30- and 50-caliber machine guns on board with soldiers to operate them. One soldier taught me how to use the machine gun and let me pose for my picture with it on the stern.

"There were many ships at anchor in Saigon. Every morning scuba divers would check the bottom of our ship for mines. The Viet Cong would sometimes swim up the Saigon River and put magnetic mines under the hulls of U.S. merchant ships."

December 2002 16 Seafarers LOG



n inland captain, two recertified bosuns and one recertified steward are among the eight Seafarers who are announcing their retirements this month.

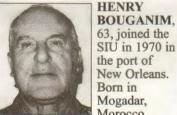
Captain Burton O. Baxter navigated the inland waterways for nearly 15 years. Bosuns Henry Bouganim and Edward M. Cain mastered the highest level of training available to members who sail in the deck department in 1987 and 1988, respectively, when they completed the bosun recertification course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Chief Steward James Dunne completed the top level of instruction obtainable to steward department members in 1998 when he graduated from the steward recertification program at the Paul Hall Center.

Including Bouganim, Cain and Dunne, four of the retirees sailed in the deep sea division. One plied the Great Lakes, and three navigated the inland waterways.

Five of the retirees worked in the deck department, one shipped in the engine department and two sailed in the steward department.

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

DEEP SEA

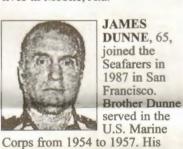


63, joined the SIU in 1970 in the port of New Orleans. Born in Mogadar, Morocco, Brother Bouganim first sailed

aboard Waterman Steamship Corp.'s Andrew Jackson. A member of the deck department, he shipped as a bosun. He upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., completing the bosun recertification course in 1987. Brother Bouganim last went to sea on the PFC Eugene A. Obregon. He resides in Waveland, Miss.

EDWARD M. CAIN, 64, started his career with the Seafarers in 1960 in the port of New Orleans. He first worked

on the Sampan Hitch, a Suwannee Steamship Co. vessel. The Alabama-born mariner sailed in the deck department as a bosun. Brother Cain frequently upgraded his skills at the Seafarers training school in Piney Point, Md. He completed the bosun recertification course in 1988 and last sailed on the Sea-Land Independence. Brother Cain,



first Seafarers-crewed ship was the USNS Assertive, operated by Sea Mobility, Inc. The Massachusetts native sailed in the steward department and upgraded his skills often in Piney Point, Md. Brother Dunne completed steward recertification training in 1998 and last worked on American Ship Management's APL

The following three briefs were to be included in the November LOG. They were pulled due to space considerations.



were ruled invalid by the board.

Welcome Ashore

Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Singapore. He is a resident of Tacoma, Wash.

FLOYD HARMANSON, 65, joined the Seafarers in 1973 in the port of Houston. A veteran of the U.S. Navy, Brother Harmanson's first SIU ship was the Overseas Natalie. The Port Arthur, Texas native was a member of the steward department and last worked on the Cape Mendocino, an OMI Ship Management, Inc. vessel. Brother Harmanson lives in his native state.

INLAND

BURTON O. BAXTER, 63, started his career with the Seafarers in 1965. Born in Tyler, Texas, Boatman Baxter worked

in the deck department and shipped as a captain. He worked primarily aboard vessels operated by Higman Barge Lines, Inc. Boatman Baxter makes his home in Kountze, Texas.



GERALD **CLOSE**, 61, began his SIU career in 1969 in the port of New York. The Athens, Ohio native

shipped in the deck department. Boatman Close worked primarily aboard vessels operated by Pennsylvania Central Transportation Co. He resides in Gwynn, Va.

LOG

JOSEPH LEONCY, 64, joined the Seafarers in 1977 in the port of Piney Point, Md. Born in the West Indies, he



Crowley Towing & Transportation Co. vessels. He lives in Puerto Rico.

GREAT LAKES



Houston. He first sailed aboard the Lemmerhirt, a Great Lakes Dredge & Dock Co. vessel. Brother Hearns shipped in the deck department. He calls Brunswick, Ohio home.

DANIEL

hails from

Cleveland.

Brother

port of

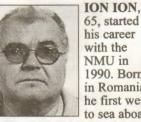
HEARNS, 61,

Hearns joined

the Seafarers

in 1962 in the

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



65, started his career with the NMU in 1990. Born in Romania, he first went to sea aboard

the SS Aspen and shipped out of the port of Wilmington, Calif. The deck department member upgraded his skills in and last worked aboard the Tonsina.

ALBERT SINGLE-TON, 60, hails from Charleston. S.C. He joined the NMU in 1962.



Brother Singleton's first voyage was aboard the SS Amoco New York. The steward department member initially shipped out of the port of Charleston, S.C. He upgraded his skills and last went to sea on the SS Fredricksburg.



RAUL VAZQUEZ embarked on his career with the NMU in 1947. Sailing out of the port of

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Baltimore, he initially worked on the Bulk Crude. Born in Puerto Rico, he shipped in the steward department. Brother Vazquez upgraded his skills in 1989. He last worked on a Lykes Brothers' vessel.

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

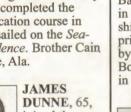
Name	Age	Effective
Robert Cole	66	Aug.
Leonelo Flores	55	Nov.
Mario Hernandez	55	Sept.
Raymond McKnight	78	Nov.
Antonio Soares	62	Nov.
Cesar Johnson	69	Sept.
John Smith	55	Oct. 1

stated further, "We take pride in the fact that New Orleans particularly in the last 14 years has had the favorable economic, social and political climate which has encouraged the growth of business, industry and such great institutions as the

siu." New Orleans SIU Port Agent Lindsey Williams said, "The universal respect and goodwill enjoyed by Seafarers in this port is a far cry from the conditions prevailing 21 years

ago during the formative stages of our





Honolulu until it returns to

that port. In addition, the bonus rate on the African run was increased from 33-1/3 percent to the same \$1 per day rate. For the entry ratings, this meant an increase of no less than 25 percent.

1963

The SIU has asked for congressional action to amend admiralty and maritime law to restore the basic right of seafarers to recover unpaid wages when a ship is sold at a Marshall's sale as the result of a seizure. The U.S. Supreme Court recently denied a petition by the SIU to guarantee wages for seamen on a seized ship. The

governmentowned.

1992

The SIU's efforts to save both the tourism industry of Long Beach, Calif. as well as thousands of jobs haven't gone to waste. As of mid-November, the Long Beach City Council was scheduled imminently to assume ownership and operation of the famed Queen Mary hotel and restaurant. The council has vowed to keep the Queen Mary-on which 1,200 members of the SIU-affiliated United Industrial Workers are employed-in the city, by its recent vote to prevent sale of the ship to a foreign buyer.

The lopsided victory was the third recent success for the SIU in representation elections aboard ship. Previously, the union easily won elections to represent seamen working aboard P&O and Baltimore Insular line ships.

Reprinted from past issues of the Seafarers

1960

Ground was broken during the past week for the new Seafarers building in New Orleans. Mayor de-Lesseps S. Morrison was the principal speaker. He said, "The wonderful growth and progress which the Seafarers International Union has enjoyed in this port has been paralleled by the tremendous development of trade in this port, which has become the second-ranking seaport in the United States." He

union. We are preparing to move into a beautiful new home."

1980

Several hundred trade unionists descended on the New York office of Aeroflot, the official Russian airline, but they weren't looking for plane tickets. The sign-carrying unionists, including a score of Seafarers from the hall in Brooklyn, were picketing Aeroflot on 45th St. and Fifth Ave. to protest the buildup of Russian troops on the Polish border and to express their support for Poland's courageous workers who have risked their lives to form the infant free-trade union, Solidarnosc.

Seafarers LOG 17 December 2002

Final Departures

Continued from page 14



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ment, last sailing on the Mt. Explorer, a Cove Shipping Co. vessel. He began collecting retirement stipends in 1979 and lived in his native Greece.

ROBERT MILLER

Pensioner Robert Miller, 71, died Sept. 24. The Plainfield, N.J.-born mariner joined the Seafarers in 1959 in the port of New York. The deck department member last sailed aboard a Puerto Rico Marine Management vessel. Brother Miller began receiving his pension in 1990 and was a resident of Linden, N.J.

CARMELA MINNITI



Pensioner Carmela Minniti, 84, passed away Aug. 24. Sister Minniti started her career with the MC&S in 1964 in San

Francisco, Born in Philadelphia, the steward depart-

Brother Kamal

ment member last sailed on the President Roosevelt. Sister Minniti started receiving compensation for her retirement in 1980 and made her home in Long Beach, Wash.

KAMAL MOORE



Moore, 27, died Sept. 22. He joined the Seafarers in 1995 in the port of Piney Point, Md. A native of Berkley, Calif., he initially went

to sea aboard American Hawaii Cruises' Independence. Brother Moore worked in the engine and steward departments, last sailing on the Global Sentinel. He was a resident of Vancouver, Wash.

JERRY MULLER

Brother Jerry Muller, 49, passed away Sept. 9. The Hawaiian-born mariner joined the SIU in 1980 in the port of Honolulu. Brother Muller's initial voyage was aboard Cove Ship Management's Oceanic Independence. The steward department member last worked on the USNS Contender. Brother Muller lived in Honolulu.

JULIO NAPOLEONIS



Pensioner Julio Napoleonis, 78, died Sept. 3. Brother Napoleonis embarked on his career with the Seafarers in 1942 in the po

native shipped in the deck department. His final voyage was on the Sea-Land Tacoma. Brother O'Connell called Tacoma, Wash. home.

JABEZ PEGG

Pensioner Jabez Pegg, 73, died Aug. 21. A U.S Army veteran, **Brother Pegg** joined the SIU in 1962 in the port of Baltimore. The

North Carolina native first went to sea aboard Waterman Steamship Corp.'s Madaket. A member of the deck department, he last worked on the Sea-Land Explorer. Brother Pegg began receiving his pension in 1992 and was a resident of Suisun, Calif.

PHILIP POOLE

Brother Philip Poole, 48, died Aug. 29. He started his SIU career in 1975. Brother Poole worked in the inland and deep sea divisions. The New Jersey-born mariner shipped in the deck department. He last went to sea on the SSG Edward A. Carter Jr. Brother Poole lived in Long Branch, N.J.



Pensioner Wallace Pratts, 77, passed away Sept. 19. Brother Pratts joined the Seafarers in 1943 in the port of New York. His

initial voyage was aboard the Alcoa Roamer. The Louisiana native worked in the steward department, last sailing on the Ultrasea. Brother Pratts started receiving his pension in 1987 and was a resident of New Orleans.

MATTHEW ROSATO

Pensioner Matthew Rosato, 84, died July 29. Brother Rosato was a charter member of the SIU, having joined the union in 1938

in the port of New Orleans. A member of the engine department, he first worked aboard the Alcoa Runner. Born in Covington, La., Brother Rosato last went to sea on the J.B. Water, a Waterman Steamship Corp. vessel. He began receiving compensation for his retirement in 1976 and lived in Louisiana.

GLEASON ST. GERMAIN Pensioner Gleason St. Germain, 89,

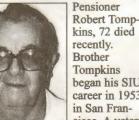
passed away July 22. Brother St. Germain embarked on his career with the Seafarers in 1951 in the port of New Orleans. The Louisiana native first went to sea aboard the

Houghton. The steward department member last worked on the OMI Sacramento. Brother Strickland lived in Manassas, Va. and began receiving retirement stipends in 1989.

THEODORE TAYLOR

Pensioner Theodore Taylor, 76, died Aug. 5. He started his career with the MC&S. Brother Taylor shipped in the steward department and began collecting retirement benefits in 1978. He was a resident of Oakland, Calif.

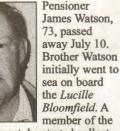
ROBERT TOMPKINS



kins, 72 died Tompkins began his SIU career in 1953 in San Francisco. A veteran

of the U.S. Air Force, he initially went to sea aboard the Mankato Victory, a Victory Carriers Inc. vessel. The engine department member started collecting retirement stipends in 1996. He made his home in Puerto Rico.

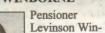
JAMES WATSON



Bloomfield. A member of the deck department, he started collecting compensation for his retirement in 1994. Brother Watson lived in

LEVINSON WINBORNE

Amite, La.



borne, 81, died Aug. 24. Brother Winborne started his SIU career in 1959 in the port of New York. A

veteran of the U.S. Navy, his initial voyage was aboard the Andrew Jackson. The Virginia native shipped in the steward department and last worked on the USNS Altair. Brother Winborne began receiving compensation for his retirement in 1986 and lived in Chesapeake, Va.

HUGH WOOTEN

Pensioner Hugh Wooten, 78, died July 8. Brother Wooten began his career with the Seafarers in

1970 in San Francisco. A veteran of the U.S. Army, his first vessel was

U.S. Army. He first sailed aboard the Arlyn and shipped in all three departments. Brother Zhemeck's last voyage was aboard the Overseas Washington. He began receiving his pension in 1998 and made his home in Philadelphia.

INLAND

DWAIN DORSETT

Pensioner Dwain Dorsett, 65, passed away Aug. 29. A U.S. Navy veteran, he started his career with the Seafarers in 1978 in Houston.

Boatman Dorsett shipped in the engine department and worked primarily aboard G&H Towing Co. vessels. He started receiving payments for his retirement in 1999 and called Livingston, Texas home.

Pensioner

Robert Keiper,

97, died Aug.

19. Boatman

Keiper began

his career with

the Seafarers in

1963 in Port

Arthur, Texas.

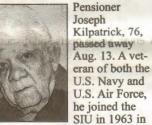
He worked in

ROBERT KEIPER



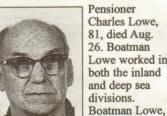
the steward department and started collecting compensation for his retirement in 1972. Born in Johnstown, Pa., Boatman Keiper made his home in Martinsburg, Pa.

JOSEPH KILPATRICK



Port Arthur, Texas. Boatman Kilpatrick shipped in the deck department and worked primarily aboard Hvide Marine vessels. He began receiving his pension in 1987 and made his home in Jasper, Texas.

CHARLES LOWE



Pensioner Charles Lowe, 81, died Aug. 26. Boatman Lowe worked in both the inland and deep sea divisions.

Norman

who sailed in the deck department, began collecting stipends for his retirement in 1985. He made his home in Mobile, Ala.

NORMAN MOENNICH



away Aug. 15. A U.S. Army veteran, Boatman Scoggins joined the Seafarers in 1964 in the port of Mobile, Ala. The deck department

member began receiving compensation for his retirement in 1991. He was a resident of Pascagoula, Miss.

TOBY STEVENS



Boatman Toby Stevens, 41, passed away July 17. The Baytown, Texas-born mariner joined the Seafarers in 1983 in the port of Houston.

Boatman Stevens worked primarily aboard vessels operated by G&H Towing. The engine department member lived in Dickinson, Texas.

JOHN WILLIAMS

Pensioner John Williams, 77, died Aug. 2. Boatman Williams started his SIU career in the port of Philadelphia. He worked in the inland as well as deep sea divisions. The Florida native first worked on a Doric Shipping Corp. vessel. Boatman Williams last shipped aboard a Mariner Towing vessel. He was a resident of Dunnellon, Fla. and began receiving his pension in 1987.

ROBERT WILLIAMS

Boatman Robert Williams, 61, passed away July 7. He shipped in both the steward and deck departments, working primarily aboard Allied Towing vessels. Boatman Williams made his nome in Norfolk, Va.

GREAT LAKES

LOUIS CZACHOR



Pensioner Louis Czachor, 84, died Aug. 24. The U.S. Army veteran joined the Seafarers in 1960 in Detroit. Born in Wilkes-Barre, Pa., Brother

Czachor shipped in the steward department. He worked primarily aboard American Steamship vessels, including the Nicolet. Brother Czachor started receiving retirement stipends in 1983 and resided in his native state.

MICHAEL McCORMICK



Brother Michael McCormick, 52, passed away Aug. 20. Born in Wyandotte, Mich., Brother McCormick was a U.S. rmv vete

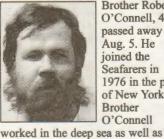






of New York. He sailed in the steward department and lived in Puerto Rico. Brother Napoleonis started receiving his pension in 1973.

ROBERT O'CONNELL



inland divisions. The New York

Brother Robert O'Connell, 46, passed away Aug. 5. He joined the Seafarers in 1976 in the port of New York. Brother O'Connell

Alcoa Pointer. A member of the steward department, he last worked on the Del Sud. Brother St. Germain started receiving his pension in 1977. He made his home in Westwego, La.

WILLIAM STRICKLAND

Pensioner William Strickland, 78, died Aug. 16. A U.S. Army veteran, he started his SIU career in 1951 in the port of Norfolk, Va. Brother Strickland initially went to sea on Alcoa Steamship's Alanson B.

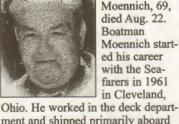
Waterman Steamship Corp.'s Yaka. The Utah-born mariner shipped in the steward department and last went to sea on the President Taft. Brother Wooten began receiving his pension in 1993 and resided in Yountville, Calif.

JOSEPH ZHEMECK



Born in Penn-

sylvania, he was a veteran of the



ment and shipped primarily aboard Great Lakes Dredge and Dock Co. vessels, including the Lemmerhirt. Boatman Moennich started collecting retirement stipends in 1994 and made his home in Cleveland.

JOHN SCOGGINS

Pensioner John Scoggins, 80, passed

He joined the Seafarers in 1990 in the port of Algonac, Mich. Brother McCormick shipped in the deck department and worked primarily aboard Great Lakes Towing Co. vessels. Brownstown, Mich. was his home.

RAILROAD MARINE

ALLEN SEIDEN

Pensioner Allen Seiden, 80, passed away Aug. 20. Born in Poland, he started his career with the Seafarers in 1960 in the port of New York. The deck department member was a resident of Brooklyn, N.Y. Brother Seiden began collecting his pension in 1983.

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Digest of Shipboard Union Meetings

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

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

CHALLENGER (CSX Lines), Sept. 24-Chairman William J. Card, Secretary Brandon D. Maeda, Educational Director Clive A. Steward, Deck Delegate Wilfredo Cruz, Engine Delegate José A. Quiñones, Steward Delegate Donald L. Huffman. Chairman announced payoff Sept. 26 in Jacksonville, Fla. He stressed need for individual accountability in reading and understanding sailing board after departure time has been posted. Educational director talked about importance of submitting completed beneficiary form to Seafarers Money Purchase Pension Plan. Forms may be found in September 2002 LOG or by calling SMPPP administrator. Treasurer noted money in ship's fund spent on equipment (cables, wiring, etc.) needed for installation of new satellite dish. Service to be started at next call in Jacksonville. No beefs or disputed OT reported. Problem with shuttle service in Jacksonville from pier to parking to be taken up with boarding patrolman at payoff. Next ports: Jacksonville; San Juan, P.R.

CONSUMER (CSX Lines), Sept. 8-Chairman Rufino J. Giray, Secretary Terry L. Allen, Educational Director Joseph A. Burkette, Deck Delegate Robert Richardson, Engine Delegate Gary E. Doyen, Steward Delegate Frank Sison. Chairman announced payoff in Oakland, Calif. He thanked everyone for fine job during voyage and Coast Guard inspection. He reminded crew to have books ready for patrolman on arrival. Secretary reported rumor that company is up for sale-with Carlyle Group being possible buyer. Educational director urged crew members to upgrade skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Shuttle bus service in Honolulu was discontinued. Members think this is a safety issue and should be looked into. Vote of thanks to steward department and other crew members for keeping clean ship.

COURIER (Intrepid Ship Management), Sept. 20-Chairman David L. Hollenback, Secretary Johnnie B. McGill Jr., Educational Director Ronnie L. Day Jr., Deck Delegate Robert A. Stellon, Engine Delegate Jean S. Couvillion, Steward Delegate Rigoberto V. Ruiz. Chairman wished good vacation to those getting off. Educational director advised crew members that z-cards can be renewed up to 11 months before expiration. No beefs or disputed OT reported. Deck delegate requested clarification on entitlement trips off. Waiting for replacement of circuit breaker for dryer on crew laundry. Vote of thanks given to steward department. Next port: Corpus Christi, Texas.

crew members about payoff in Houston. He also reminded them of importance of contributing to SPAD. Secretary thanked everyone for good trip and suggested they take advantage of upgrading facilities at Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks for great food.

DILIGENCE (Maritrans), Sept. 30—Chairman Michael A. Eaton, Secretary Mary Lou Smith, Educational Director Arthur K. Outlaw. Chairman announced payoff Oct. 1 in Texas City, Texas. Educational director spoke about union's upgrading facilities in Piney Point. No beefs or disputed OT reported. Crew members expressed appreciation for new TV system.

HARRIETTE (Maritime Overseas), Sept. 22-Chairman Mark Downey, Secretary Joseph Birke, Educational Director Kevin Carraby, Deck Delegate Charles McPherson, Engine Delegate Charles Sandino, Steward Delegate Santiago Amaya. Chairman announced vessel to anchor Sept. 25 in New Orleans. Payoff will take place next day. Educational director encouraged crew members to upgrade skills at Paul Hall Center. Some beefs and disputed OT reported by deck delegate; none reported in engine or steward departments. Recommendation made to look into raising retirement pay. Everyone reminded to take any problems they may have to department delegates or bosun before speaking to ship's officers. Vote of thanks given to steward department for great job.

INNOVATOR (USSM), Sept. 22-Chairman Stephen R. Kastel, Secretary Benedict N. Opaon, **Educational Director Christopher** L. Earhart, Engine Delegate Abdul H. Mohamed. Chairman announced payoff Sept. 25 upon arrival in Los Angeles. He noted smooth trip with no beefs or disputed OT reported, and that everyone worked well together in keeping ship clean and accident-free. Educational director reminded crew about securing all necessary endorsements to sail and keeping them up to date. Suggestion made to modify certain requirements for pension. Chairman recommended to captain that new DVD and surround-sound be purchased for crew lounge. Request made for copies of new contract. Next ports: Oakland, Calif.; Dutch Harbor, Alaska; Yokohama and Nagoya, Japan.

spaces. No beefs or disputed OT reported. Everyone asked to keep noise down at night in crew lounge and help keep linen locker tidy. Vote of thanks given to steward department for job well done. Next ports: Tacoma, Wash.; Anchorage and Kodiak, Alaska.

LIBERTY GLORY (Liberty Maritime Corp.), Sept. 1-Chairman Juan M. Rivas, Educational Director Greg Alvarez. Chairman reported ship is headed toward Portland but that destination may change at any time. He asked those getting off to clean rooms before leaving ship. Ship's fund, which is kept by steward and bosun, holds \$120. It can be used for anything crew members want, such as movies. No beefs or disputed OT reported. Steward stated one apprentice is aboard, working in his department. Complaint made regarding lack of linen. Captain said to order a dozen pillow cases and towels each trip until deficit is filled.

LIBERTY GRACE (Liberty Maritime Corp.), Sept. 21-Chairman Cesar A. Gutierrez, Secretary Justo R. Lacayo, Deck Delegate Thomas W. Walker, Secretary Julio Guity. Chairman reported smooth trip with good crew. He advised everyone to be careful when going ashore in upcoming ports in Africa and Tanzania. Educational director stressed importance of upgrading skills at Piney Point facility. No beefs or disputed OT reported. Request made for antenna cable for TV. Vote of thanks given to steward department for job well done.

MAERSK CALIFORNIA

(Maersk Line, Ltd.), Sept. 16-Chairman Brian K. Fountain, Secretary John G. Reid, Educational Director Monroe G. Monseur, Deck Delegate Chad A. Noda, Engine Delegate Ronal M. Ramos, Steward Delegate John Bolton Jr. Chairman thanked crew for smooth and safe trip through six West African ports. He noted repairs to rails will be done in next port of Algeciras, Spain. Secretary thanked crew for helping keep ship clean. He stated fresh provisions coming aboard in Spain. Educational director suggested members upgrade whenever possible and keep track of expiration dates on necessary shipping documents. No beefs or disputed OT reported. Discussion held about importance of Maritime Security Program and of contributing to SPAD. Suggestion forwarded to contracts department pertaining to receipt of full pension benefits at whatever age one reaches 7,300 days of seatime. Information requested about new G-class vessels and how contract is affected. Steward department given vote of thanks for job well done, especially great cookouts. Ship heading to ports in Spain, France and Italy.

MOTIVATOR (USSM), Sept.

NAVIGATOR (CSX Lines), Sept. 15-Chairman Werner Belcher, Secretary Richard Riley, Educational Director Daniel Dean. Chairman announced arrival and payoff Sept. 17 in Oakland, Calif. He advised crew members to clean rooms, have new linen ready for next person and close room doors before leaving. Secretary stated recycling program discontinued due to lack of participation. Educational director reminded everyone to keep all papers in order to avoid conflicts when registering for new job. No beefs or disputed OT reported.

Jordan Sr., Deck Delegate Rene V. Rafer, Engine Delegate Prentiss R. Smith, Steward Delegate Charles Atkins. Chairman announced payoff Sept. 14 in Tacoma, Wash. He hoped enough copies of new contract would be available at that time for all crew members. Educational director mentioned company may soon have new owner. Treasurer stated \$346 in ship's fund and \$278 in cookout fund. Crew requested purchase of new DVD player with some of the money. No beefs or disputed OT reported. Both deck and engine

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Looking Forward to Dinner on the Achiever



Aboard the Sealand Achiever, Chief Cook Obencio Espinoza is about to put the evening's meal into the oven. It's one of his special chicken recipes, much loved by the crew members. Espinoza also serves as steward delegate aboard the USSM vessel.

Communications from headquarters read aloud. Discussion held about some ships being retired while new ones are being added and that SIU members are once again aboard the paddle-wheelers. Everyone asked to be considerate of fellow shipmates-including no smoking in crew TV room and not using upper deck engine room door (except in case of emergency) so that day men and watchstanders can get some rest. Outside doors should remain closed to save air conditioning in house. The Navigator crew gave its best wishes to Brother George Holland from San Francisco, who retires this trip after 39 years with the union. "Job well done, George." Chief Cook Glenn Taan and his department given vote of thanks for great food-and plenty of it. Next ports: Oakland and Long Beach, Calif.; Honolulu, Hawaii.

NEW YORK (ATC), Sept. 1-Chairman Calvin Logue, Secretary Nancy Heyden, Educational Director Edward Self, Deck Delegate Albert Balatico. Chairman announced a draw Sept. 2 in Cherry Point, Wash. and payoff Sept. 6 in Long Beach, Calif. Secretary requested crew members not go into chill box during night. The slamming of the doors is very loud, especially to those living right above the box. If supplies are needed, they should be picked up at dinner. Educational director stressed need to support the union through SPAD donations and to upgrade at Piney Point. All movies should be returned to officers' lounge when through. No beefs or disputed OT reported. Request for having showers painted has been discussed with mate. He will have work done this winter when other indoor work is also planned. Crew held discussion about employment issues with ATC and about respect for fellow crew members and their privacy.

departments have unlicensed apprentices this voyage, and both are doing a good job. Suggestion made to raise pension benefits and add 80 percent payment for dental services. Steward department received "loud vote of thanks" for meals and barbecues. "The steward department has done an outstanding job, and the crew really appreciates it."

SEALAND ACHIEVER (USSM), Sept. 22—Chairman James E. Davis, Secretary Andrew Hagan, Engine Delegate Gregory T. Johns, Steward Delegate Obencio M. Espinoza. Chairman made crew members aware of SIU legal department and how it can help Seafarers. Educational director urged everyone to support SPAD program and upgrade skills at Piney Point when opportunities arise. No beefs or disputed OT reported. Vote of thanks given to steward department for great meals and service.

WASHINGTON (ATC), Sept. 18-Chairman Timothy D. Koebel, Secretary Robert Mensching, Deck Delegate Douglas R. Gantenbein, Educational Director Kevin E. Hall, Engine Delegate Gary Loftin. Chairman reminded crew of vessel's policy requiring form signed by bosun or steward attesting to cleanliness of room before getting off. He also advised them of dress policy in mess nail no caps, tank tops or sandals without socks. Some disputed OT reported in engine department; no beefs or disputed OT noted in deck or steward departments. Suggestion made to change name of "vacation pay" to "supplemental compensation." Chairman reported on letter he sent to VP Contracts Augie Tellez, requesting him to write letter to Oregon Dept. of Labor explaining what SIU vacation pay is and how it should not preclude receiving certain benefits. Request made for ice machine in crew mess. Kudos given to steward department for excellent cuisine. Next ports: Cherry Point, Wash.; Singapore.

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DEVELOPER (USSM), Sept. 3— Chairman Joseph J. Caruso, Secretary Robert A. Castillo, Educational Director Thomas H. Eastwood, Steward Delegate David Camacho. Chairman informed

December 2002

KODIAK (CSX Lines), Sept. 8— Chairman Garry D. Walker, Secretary Melvin E. Morgan, Educational Director Alfonso D. Bombita, Deck Delegate Thomas B. Schroeder, Steward Delegate Sam Y. Kassem. Chairman announced payoff Sept. 10 in Tacoma, Wash. at 11 p.m. He advised crew to check with boarding patrolman and pay dues at that time. For safety/security, he also suggested that bilingual crew members speak English in public

15—Chairman Anthony Maben, Secretary Matthew Scott, Engine Delegate George H. Bixby, Steward Delegate Andres L. Caballero. Chairman announced payoff Sept. 16 in Houston. He advised everyone to lock doors while in port. He also stated new dryers have been installed. Secretary said shipping is tight and suggested crew members check to see that all required documents are not due to expire soon. Educational director talked about opportunities for upgrading available at Paul Hall Center. No beefs or disputed OT reported. Crew members reminded to have captain or officers sign TRBs.

PACIFIC (CSX Lines), Sept. 9— Chairman Stanley A. Gurney, Secretary Kristen M. Swain, Educational Director Keith L.

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, 2001 through December 31, 2001. 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 \$1,482,567. These expenses included \$204,845 in administrative expenses and \$1,277,722 in benefits paid to participants and beneficiaries. A total of 251 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 \$24,217,068 as of December 31, 2001, compared to \$23,919,767 as of January 1, 2001. During the plan year, the plan experienced an increase in its net assets of \$297,301. 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 dur-ing the year. The plan had a total income of \$1,779,868 including employer contributions of \$146,830, realized losses of \$(276) from the sale of assets, earnings from investments of \$1,133,213 and unrealized appreciation of assets of \$500,101.

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;

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- 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 the Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$4.35 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, 2001 through December 31, 2001. 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 \$19,670,283 as of December 31, 2001, compared to \$27,571,337 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$7,901,054. 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 \$53,292,476 including employer contributions of \$50,408,374, realized gain of \$535,973 from the sale of assets, earnings from investments of \$1,997,771, other income of \$69,188 and unrealized appreciation of assets of \$281,170.

Plan expenses were \$61,193,530. These expenses included \$6,062,794 in administrative expenses and \$55,130,736 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;

Know Your Rights

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

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the

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

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

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

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

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

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, 2001 through December 31, 2001. 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 \$821,283. These expenses included \$194,441 in administrative expenses and \$626,842 in benefits paid to participants and beneficiaries. A total of 1,128 persons 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:

- An accountant's report;
- 2) Assets held for investment;
- 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;

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 of the Seafarers Health and Benefits Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.25 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 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.

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 \$9,758,591 as of December 31, 2001, compared to \$9,887,061 as of January 1, 2001. During the plan year, the plan experienced a decrease in its net assets of \$128,470. 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 \$692,813 including realized gain of \$113,856 from the sale of assets, earnings from investments of \$505,540 and unrealized appreciation of assets of \$73,417.

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.

To obtain a copy of the full annual report, or any part there-of, write or call the Board of Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$6.15 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.

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SEAFARERS PAUL HALL CENTER UPGRADING COURSE SCHEDULE

The following is the schedule of courses at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for December 2002 as well as a few classes in the new year. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses					
Course	Arrival Date	Date of Completion			
Able Seaman	January 20	February 14			
Automatic Radar Plotting Aids* (*must have radar unlimited)	January 27	January 31			
Bridge Resource Management	December 9	December 13			
(BRM) - Inland	February 3	February 7			
Celestial Navigation	May 12	May 30			
GMDSS (Simulator)	December 2	December 13			
	February 3	February 14			
Lifeboatman/Water Survival	January 6	January 17			
	February 17	February 28			
	March 31	April 11			
Radar	January 13	January 24			
Specially Trained Ordinary Seaman	December 9	December 20			
(STOS)	February 10 March 31	February 21			
the second s		April 11			
Third Mate	January 13	March 7			

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week. Certified Chief Cook/Chief Steward classes start every other week, most recently beginning November 23.

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UPGR	ADING APPLICATION	With this application, COPIES (120) days seatime for the previ your class starts, USMMD (z-c. cating your department and s Coast Guard tested. <u>All OL, Al</u> \$140 with their application. The p	ious year, one day in the las ard) front and back, front p eniority, and qualifying set B and JE applicants must sub	t six months prior to the date age of your union book indi- atime for the course if it is built a U.S. Coast Guard fee of
Address	· · · · · · · · · · · · · · · · · · ·	<u>LMSS.</u>	uyment snoutu ve muue wun	<u>a money order only, payable to</u>
		- COURSE	BEGIN DATE	END DATE
Telephone	Date of Birth	_		
Deep Sea Member 🗖 Lakes	Member Inland Waters Member			
If the following information is processed.	not filled out completely, your application will not	be		
Social Security #	Book #			

En	gine Upgrading Courses	s
Course	Arrival Date	Date of Completion
Oiler	January 13	February 21
QMED	January 13	April 4
Welding	January 6	January 24
	February 3	February 21
Engine Utility (EU)	January 27	February 21
	March 17	April 11

	Arrival	Date of	
Course	Date	Completion	
Advanced Firefighting	December 2	December 13	
	February 3	February 14	
Basic Fire Fighting/STCW	December 9	December 13	
	December 16	December 20	
	February 17	February 21	
Fast Rescue Boat	January 27	January 31	
Government Vessels	January 20	February 7	
	March 10	March 28	
Medical Care Provider	January 20	January 24	
Tankerman (PIC) Barge*	January 13	January 17	
(*must have basic fire fighting)			
Tanker Familiarization/	December 2	December 13	
Assistant Cargo (DL)*	January 27	February 7	
(*must have basic fire fighting)			

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.

Look for the complete 2003 Paul Hall Center curriculum

Seniority Department			
U.S. Citizen: Yes No Home Port			
Endorsement(s) or License(s) now held	LAST VESSEL:	Rating:	
	Date On:	Date Off:	
Are you a graduate of the SHLSS/PHC trainee program? Yes No	SIGNATURE	DATE	
If yes, class #	NOTE: Transportation will be pair	d in accordance with the scheduling letter only if you	
Have you attended any SHLSS/PHC upgrading courses? Yes No	present original receipts and successfully complete the course. If you have any qu tions, contact your port agent before departing for Piney Point. - RETURN COMPLETED APPLICATION TO: Paul Hall Center for Maritime Training and Education,		
f yes, course(s) taken			
Do you hold the U.S. Coast Guard Lifeboatman Endorsement?	Admissions Office, P.O. Box 75,	Piney Point, MD 20674-0075; or fax to (301) 994-2189.	
□ Yes □ No Firefighting: □ Yes □ No CPR: □ Yes □ No	The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise q ified, of any race, nationality or sex. The school complies with applicable laws with regard to admiss		
Primary language spoken	access or treatment of students in its progr	ams or activities. 12/02	

December 2002

Paul Hall Center Classes



Engine Utility — Unlicensed apprentices in the third phase of their training completed the engine utility course Sept. 27. They are (in alphabetical order) Austin Ayers, Josette Brown, Trevor Cohn, Beato Diaz Jr., Harold Gerber, Aaron Matuszny, Joshua McDaniel and Lon Molnar. Also, upgraders Talib Aekins and Nicholas Murgolo graduated from the class. Their instructor, Jay Henderson, is at far right.



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Bridge Resource Management — Seafarers who graduated from the bridge resource management course Oct. 4 are (from left) Charlie Pierce, Herb Walling (instructor), Ralph Kirby, William Heu and Brian O'Neal.



Able Seaman — Receiving their certificates for completion of the AB class ending Oct. 25 are upgrading students (in alphabetical order) Ritche Acuman, Michael Aikens, Joseph Arnold, Weston Beres, Eric Bourdon, Jesse Hale, Chalres Huggins, Brandon Lovejoy, Nicholas Manessiotis, Chris Marquez, Miguel Matos, Felix Medina, Mohamed Mohamed, Thomas Muncy, Ryan Nichols, DeGutenberg Poitevien, Matthew Ryan, Raymond Ryan, Michael Sherno, Michael Sottak and Christopher Waldo.



Tankerman (PIC) Barge — These Seafarers who successfully completed the tankerman (PIC) barge course Sept. 27 are (in no specific order) Philip Curtis, Raymond Henderson, Timothy Burke, William Jordan, Michael Hester, Cameron Peterson, James Fisher, George Legg, Scott Heginbotham, Thomas Gavagan, Anthony DiCicco, Glenn Barnes, Clinton Finley, Jerry Sobierij, Scott Green, Norman Dauphin and James Souci. Also in photo are instructor Stacey Harris and instructor Brad Wheeler. (Note: Not all students are pictured.)

Government Vessels **Upgrading Seafarers** who took part in the government vessels course held aboard the USNS John McDonnell, which ended Sept. 12, are (in no specific order) Richard Johansen, Servillano Lozandi, Nick Giron, Nicci Chevalier, Abdoulla Alssoudi, James Lowell, John Nelson, Oscar Palacios and Kelly Doyle.



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.

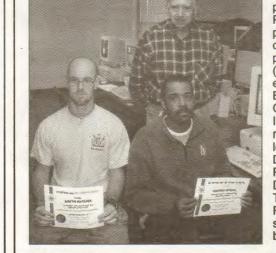


Fast Rescue Boat — Under the instruction of Stan Beck (standing left) are Seafarers who completed the fast rescue boat course Nov. 1. They are (in alphabetical order) John Arnold, Dimitre Dimitrov, Richard Douglas, Anwar Muthala, Michael Parks, DeGutenberg Poitevien and Emmett Wattigny.

Computer Lab Classes

Recent graduates of the com





puter lab at the Paul Hall Center pose with their certificates. In photo at left are (from left, seated) Joseph Butasek and Clinton Cephas. In the photo at right are (from left) Richard Douglas, Virginia Panoncillo and Dimitre Dimitrov. Their instructor, Rick Prucha, stands in back in both pictures.



Fast Rescue Boat — Oct. 18 was graduation day for members of a recent fast rescue boat course. In alphabetical order are Michael Russo, Jeffrey Hardy, Robert Joiner, Erik Fabian, René Peinado, Dale Wilson, Brian McLarnon, Bruce Walsh, Anton Sulic and Robert Tierney Jr. Their instructor, Stan Beck, stands second from left.

Paul Hall Center Classes



Advanced Fire Fighting — Completing the advanced fire fighting class Oct. 18 are (in alphabetical order) Mian Ahmad, Janet Baird, Bartow Bridges III, Michael Brooks, William Buhrig III, Douglas Carson, James Cleland, Kenneth Creech, Philip Curtis IV, Richard Douglas, John Gilston, Edgardo Ines, Ronald Kitlas, Richard Lewis, Eric Lund, Paul Narro, James Oling, James Porter, William Sholley, Edgar Shrode, Roger Steward, William Thomas and Donald White. Their instructor was Anthony Hammett.



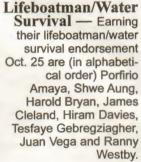
Tankerman (PIC) Barge - Inland boatmen who graduated from the tankerman (PIC) barge class Oct. 25 are (in alphabetical order) Robert Albe, Bradley Burkart, Erik Fabian, Jeffrey Hardy, Robert Joiner, Brian McLarnon, Charles Mills, Rene Peinardo, Michael Russo, Anton Sulic, Robert Tierney, Bruce Walsh and Dale Wilson. Their instructor, Mitch Oakley, is at far left.

Welding — The twoweek welding course was completed Nov. 8 by (in alphabetical order) Ehtesham Ahmed, Roderick Brown, Joseph Butasek, Clinton Cephas, Albert Dulig, Eric Lund, Paul Narro and Joe Tuata.

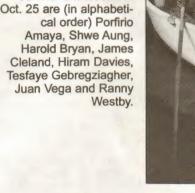




ARPA -Graduating from the ARPA course Oct. 18 are (in alphabetical order) Bradley Burkart, Dimitre Dimitrov, Frederick Luna, Joseph Meravy, C. **Robert Mills and** Eric Vizier.









In the October issue of the LOG, the incorrect photo was used for this Basic Safety Training class. The correct photo is shown above for the participants consisting of Jose Maglalang, Terry



McQuillen, Patrick Moore, John Mullon, Richard Naigle, Ahmed Nasser, Vagn Teddy Nielsen, Udjang Nurdjaja, Timothy Peters, Leroy Rawls Jr., Pedro Sellan, Ronald Smith, David Somers, Glen Toledo, Joel Trotter and Dale Wilson.



Michael Aikens, Abraham Alfaro, Joseph Arnold, Shwe Aung, Weston Beres, Eric Bourdon, Harold Bryan, Artemio Cespedes, Katherine Craig, Sherry Griffin, Troy Hebert, Charles Huggins III, Napthali Lawrence, Brian Lu, Miguel Matos, Alvin McCants, Jeffrey McCusker, Mohamed Mohamed, Thomas Muncy, Terence Newman, James Patrick III, Raymond Ryan, Michael Sottak, Eric Vieira, Christopher Waldo, David Wiley and Seth Brinson III.



Richard Bennett, Steve Brannan, Ralph Garner, Ricky Goodman, Donald Grinnell, Michael Guy, Larry Jones, James Keevan, Charles Noell III, Jimmie Petmecky, Dwight Reece, Domingo Sesante, Leon Smith, William Tindale, Andre Jennette and William Yore. Their instructor, Stacey Harris, is second from right. (Note: Not all are pictured.)

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Work and Enjoyment on the Lummus

The past few months have been busy ones aboard the SIU-crewed 1st Lt. Jack Lummus. The vessel-the flagship for Compsron Three in the Pacific-is part of the Military Sealift Command's (MSC) prepositioning fleet for the U.S. Marine Corps located in Guam and Saipan.

In a letter from Lummus Chief Steward John Fallon, which accompanied the photographs on this page, he notes that the regular duties of the crew members-taking care of more than

60 shipboard personnel (including merchant mariners as well as U.S. Navy and civilian contractors)-were augmented with a number of special events.

A change of command ceremony was held Sept. 5 aboard ship in Apra Harbor, Guam. It was truly a team effort on the part of Lummus crew members to coordinate the "white uniform" event in which Capt. Richard Bump replaced Capt. William Daniels as the commanding officer of the Navy's Maritime Prepositioning Ships Squadron 3.

According to Fallon, "After the menu was set, the steward department turned to-some two weeks in advance. Cook/Baker Evelyn Tayag took off by baking bread and hors'd'oeuvres. They looked and tasted spectacular. Two nights before the event, it was all hands in the steward department prepping the food and decorating all the trays. There were some 18 different menu items." The day before the event, the chief steward notes, "a giant white tent went up on the

helo deck, and the deck department was fast at work to assist in all the lifts to accomplish this feat." With the help of the ABs, all the food was carried up to the reception site on the bridge and set up in 45 minutes.

And the engine department played a large part, as well, repairing the elevator in time for the celebration

"My hat goes off to the SIU members-a true team that made this event a success," Fallon said.

After that successful event, Fallon said he was informed of a shipboard visit by Rear Admiral John M. Stewart Jr., commander, MSC Atlantic and Europe. A special menu was prepared and served, and again, Fallon was grateful for the cooperation of all departments in helping make admiral proud.

The one-year anniversary of the September 11 terrorist attacks was commemorated by Fallon in a written tribute he placed on each table along with an American flag.

Well, I thought the celebrations were over," wrote Fallon, "but then came the best of the best-a barbecue sponsored by our ship's officers, crew and U.S. Navy personnel." The steward department from the Pfc Dewayne T. Williams also shared in the festivities, which were held at the MicroBeach Pavillion in Saipan. Since many of our crew members are married and live in Saipan, it turned into a true family event, with wives and children attending. All had a great time tossing the football and frisbee, as well as eating and socializing.



Capt. Richard Bump cuts into a celebratory cake following the change of command ceremony.

He concludes, "As one can surmise, sailing the flagship is a lot of work, but the enjoyment which comes out of that work surpasses the work itself."



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Chief Steward John Fallon (left) poses with MSC Atlantic and Europe Commander Rear Adm. John Stewart Jr.

